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HENRY V. POOR, *Editor.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 5, 1861.

Western (Mass.) Railroad.

The earnings of this road for the company's fiscal year ending November 30, 1860, were:

From passengers		$ 690,992 00
From freight		1,101,118 72
From mails		54,900 00
From miscellaneous sources		54,340 00
		$1,881,350 72
And the expenses were		993,096 30
Leaving net receipts		$888,254 42
Dividend 8 per cent	$412,000	
Interest and exchange	348,223	
Sinking fund	50,000	
		810,223 00
Surplus		$78,031 42

—which added to the previous surplus, makes the present total of nominal cash profits on hand $400,664.

Compared with the previous year, the

gross nearnings show an increase of	$114,282 59
With an increase in expenses of	56,176 18
Making the increase in net earnings	$58,106 41

The present value of the sinking funds, intended to exhaust the funded debts of $6,269,520 when due, is $2,281,633. The total cost of the road, including the Hudson branch, and their equipment is $11,029,079, and the corporation has assets other than this to the net amount of $331,506. The funded debt has been increased within the year from $6,125,520 to $6,269,520, while the floating debt of $208,725 has been paid off entirely. Among the expenditures of the last year, were $273,696 for maintenance and improvement of the road, $192,976 for cars and locomotives. For the first time in its lease, the Pittsfield and North Adams road has paid a direct profit to the Western; the amount of its business over expenses and interest being $769 20.

Mines and Mining Companies of Arizona.

We find in a late number of the *Mesilla Miner* the following resume of the mines and mining companies in Arizona:

1st. Fort Fillmore Silver Mining Company, Capital stock $1,000,000, in $20 shares. Maj. Jno. J. Sprague, U. S. A., President. Office 34 Pine Street, New York. Mines in Organ Mountains, 15 miles east of, and Smelting Furnace on Rio Grande, 4 miles S. E. of Mesilla. W. H. Ritter, Engineer. Has six fine veins, yielding $200 per ton. Commenced work in December, 1859, employing fifty hands.

2d. Sonora Exploring and Mining Company organized in 1856, under charter from Ohio. Capital $2,000,000, in $100 shares, James P. Kilbreth, President, A. M. Searles, Secretary, Andrew J. Talcott, Superintendent. Leased to Charles D. Poston. Mine in Cerro Colorado Mountains near Tubac, ore silver and copper. First silver reduced July 1858.

Santa Rita Silver Mining Company.—Organized 1858, charter from Ohio. Capital $1,000,000 in $100 shares. Office 167 Walnut street, Cincinnati, Ohio. George Mendenhall, President; Horace C. Grosvenor, Director of Mines, Rephael Pumpelly Metallurgist, Head-Quarters and Mines, Santa Rita Mountains near Tubac. Peons employed 20; first silver reduced May 7th, 1859. Ore silver, copper and lead.

Sopori Mining Company.—Organized August, 1858. Capital $1,000,000, in $100 shares. Office Providence, R. I. Mines near Sopori. W. B. Sayles, Director. Not working the mine.

Patayonia Mining Company.—Private association—Capt. R. S. Ewell, U. S. A., President. Mines near Sonoita Creek, in Santa Cruz Mountains. The Mine is valuable, and has yielded, with very little machinery and poor furnaces, a fine per centage of silver. Ore silver and lead.

Union Mining Company.—Private association—Working Mines near Sonoita Creek; under direction of Col. Titus.

The San Antonio Mining Company of San Francisco—Has suspended operations for the present. Ore silver and lead.

The Cahuabi Mining Company—Private company—H. Ehrenberg, President; William Brown, Director. Mines in Papaqueria—a new company now commencing operations. The mine is said to be very rich. Ore silver and copper.

San Xavier Mining Company—Organized in San Francisco in 1857; mine near Tuscan. Work suspended.

Arizona Land and Mining Company—Capital stock $2,000,000 in $100 shares—organized under charter from Rhode Island. Samuel B. Arnold, President; W. B. Sayles; Director—hot working mines.

The Longorenia Company—Organized to work an old mine near Tubac. The work is progressing. Ore-silver and copper.

COPPER.

Arizona Copper Mining Company—Capital $1,000,000, in $100 shares. Organized 1854, in San Francisco, by E. E. Dunbar, Major R. Allen, U. S. A., President. The company have expended much money, and now have ordered steam wagons to transport the copper to market. The mine is very rich.

The Santa Rita Copper Mines—Worked by Mr. Siqueros & Son. They have not completed their arrangements yet, but are smelting three tons of copper per diem. These mines were worked many years ago, and are rich and profitable. Located 25 miles N. W. of Mowry City on Mimbres River.

The Hanover Copper Mines, six miles from the Santa Rita Mines, were discovered March, 1859, by Mr. S. Harkle. The vein is ten or twelve feet wide. Messrs. Henkle & Thibault are working 500 hands with great profit.

Messrs. Barcla, Daguerre and others have opened a vein one and a half miles from the Hanover Mine, and preparing to work.

A private company have been working on a vein half a mile from the Hanover mine thought to be rich.

A Copper Mine is worked 40 miles above the mouth of the Gila, on the Colorado river, said to be very rich.

GOLD.

Gila Gold Mines.—Much gold has been taken out of these Mines, located twenty miles above the mouth of the Gilra and about two miles from the river. Mines are rich, but too far from water, and the necessaries of life, to include very extensive working.

Brownsville Gold Placers.—Twenty miles N. W. of Mowry City on Mimbres River, are now worked by a company from this place, who have dug a ditch, at considerable cost, one and a half miles long, to throw the water on the placer.

They have been sufficiently tested to show that they are rich.

Col. Snively & Co. have discovered rich gold mines 15 miles north of the Brownsville Mines, and are now working them.

Arizona Exploring and Mining Company—Lately organized, with ample means for prosecuting a geological survey. Richard Jenkins, Superintendent; Mr. Levy, Miner. Head-quarters Mesilla on Rio Grande.

The Mesilla Land Exploring and Mining Company—Capital stock $1,000,000, in $100 shares. L. S. Owings, President. Office Grand Plaza, Mesilla, Arizona. This company have a good quartz lead, thought to be very rich, and a copper vein. They propose keeping an Exploring Company constantly in the field.

Railroads of the United States, Jan. 1, 1861.*

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest to 1st January, 1861.

1. MAINE.

Names of Companies.	Mileage. Total.	Mileage. Completed.	Cost of road and equipment.
Androscoggin	36.50	36.50	$757,381
Androsc. & Kenneb.	55.00	55.00	2,210,947
Atlantic & St. Lawr. (54 m. in N. H. and 16.20 m. in Vt.)	149.00	149.00	7,217,357
Bang., Oldt'n & Milf.	12.50	12.50	623,263
Calais and Baring	6.00	6.00	224,000
European & N. Amer.	90.00	....	.....
Gr. Falls & S. Berwick	6.00	6.00	166,160
Kennebec & Portland	50.00	50.00	
Yarm'th Extension	13.00	13.00	2,871,269
Bath Branch	9.50	9.50	
Lewy's Island	16.50	16.50	315,000
Machiasp'rt (Fr'klin)	7.50	7.50	110,000
Penobscot	33.00	....	328,412
Penobsc. & Kennebec	55.00	55.00	1,715,433
Portl'd & Oxf. Centr.	28.50	21.50	430,000
Portl., Saco & Portsm.	51.30	51.30	1,500,000
Somerset & Kennebec	37.00	37.00	783,763
York & Cumberland	52.00	18.50	398,000
Total attrib'd to Me.	708.30	544.80	$19,650,985
Deduct parts of road in other States	70.20	70.20	3,487,536
	638.10	474.60	$16,163,449
Add parts of road attrib'd to other St's,	1.26	1.26	69,812
Actual total of Me.	639.36	475.86	$16,233,261

2. NEW HAMPSHIRE.

Ashuelot	23.76	23.76	506,000
Bost., Conc. & M'ntr'l	93.54	93.54	2,863,584
Cheshire (10.50 m. in Mass.)	53.64	53.64	3,075,964
Cocheco	28.12	28.12	847,007
Concord	34.53	34.53	1,500,000
Concord & Portsm'th	47.00	47.00	1,108,859
Contoocook River	14.64	14.64	257,069
Eastern of N. H.	16.55	16.55	525,205
Great Falls & Conway	46.50	20.09	403,565
Manchest. & Lawr'ce	26.47	26.47	1,000,000
Merrimac & C't Riv'rs:			
Concord Line	27.16	27.16	1,109,860
Manchester Line	25.52	25.52	
Northern of N. H.	69.16	69.16	
Bristol Branch	12.41	12.41	3,068,400
Peterboro' & Shirley	9.36	9.36	245,643
Sullivan	24.68	24.68	
Vermont Branch	0.58	0.58	1,250,000
White Mountains	20.78	20.78	371,037
Wilton	15.43	15.43	226,979
Total attrib'd to N.H.	589.83	563.42	$18,359,172
Deduct parts of road in other States	10.50	10.50	602,007
	579.33	552.92	$17,757,165
Add parts of road attrib'd to other St's,	104.96	104.96	4,919,069
Actual total of N. H.	684.29	657.88	$22,676,234

3. VERMONT.

Connect. & Pass. Riv.	110.00	90.00	$2,531,146
Rutland & Burling'n.	119.54	119.54	4,591,217
Rutland and Wash'n (11.18 m. in N. Y.)	44.73	44.73	1,771,683
Rutland & Whitehall	6.88	6.88	
Hydeville Branch	1.51	1.51	255,700
Southern Vermont	8.00	8.00	200,000
Vermont and Canada	47.00	47.00	1,348,500
Vermont Central	119.00	119.00	
Montpelier Branch	1.00	1.00	8,402,055
Vermont Valley	23.69	23.69	1,301,886
Western Vermont	54.00	54.00	
Bennington Branch	5.50	5.50	931,729
Total attrib'd to Vt.	540.85	520.85	$21,333,916
Deduct parts of road in other States	11.18	11.18	442,921
	529.67	509.67	$20,890,995
Add parts of road attrib'd to other St's,	45.70	45.70	2,349,102
Actual total of Vt.	575.37	555.37	$23,240,097

4. MASSACHUSETTS.

Agricultural Branch	28.36	15.03	$350,228
Amherst, Belchert'n and Palmer	19.50	19.50	295,337
Berkshire	21.14	21.14	600,560
Boston and Chelsea	2.18	2.18	140,000
Boston and Lowell	26.76	26.76	
Woburn Branch	1.86	1.86	2,428,593
Boston and Maine (41.43 m. in N. H.)	74.26	74.26	
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	4,219,741
Great Falls Branch	2.95	2.95	
Boston & Providence (2 m. in Rh. I.)	43.50	43.50	
Dedham Branch	2.97	2.97	3,160,000
Seekonk Branch	1.00	1.00	
Boston and Worcester	44.63	44.63	
Brookline Branch	1.55	1.55	
Newt. Low'r F. Br.	1.25	1.25	
Saxonville Branch	3.87	3.87	4,728,580
Milford Branch	11.97	11.97	
Framingham Br.	2.06	2.06	
Milbury Branch	3.07	3.07	
Broadway	2.56	2.56	53,403
Cambridge	4.80	4.80	
Branches	5.98	5.98	481,477
Cape Cod	46.10	46.10	
Wareham Branch	1.04	1.04	1,031,625
Connecticut River	50.00	50.00	
Chicopee Branch	2.35	2.35	1,801,944
Danvers	9.20	9.20	218,839
Dorchester	4.79	4.79	118,150
Dorchester Extension	1.38	1.38	12,000
Dorchest. & Milton B.	3.26	3.26	136,789
Eastern	44.10	44.10	3,581,372
Marblehead Branch	3.50	3.50	55,843
Gloucester Branch	13.50	13.50	338,880
Salisbury Branch	3.41	3.41	79,189
Saugus Branch	10.10	10.10	236,247
South Reading Br.	8.10	8.10	299,468
Easton Branch	3.78	3.78	55,894
Essex (owned by Eastern)	19.86	19.86	
Harbor Branch	1.32	1.32	747,008
Fairhaven Branch	15.11	15.11	491,516
Fitchburg	50.93	50.93	
Watertown Branch	7.85	7.85	
Lancast. & Sterl. B.	9.00	9.00	3,540,000
Fitchb'g & Worcester	13.99	13.99	333,884
Gr. Junction & Depot	9.00	9.00	1,946,942
Hampsh. & Hampden	24.96	23.96	577,583
Horn Pond	0.66	0.66	15,238
Lexingt. & W. Camb.	6.63	6.63	251,258
Lowell and Lawrence	12.35	12.35	363,158
Malden and Melrose.	3.41	3.41	57,680
Marlboro' Branch	3.90	3.90	156,185
Medway Branch	3.60	3.60	37,909
Metropolitan	3.34	3.34	
Branches	6.93	6.93	291,839
Middleboro' & T'nton	8.03	8.03	153,943
Middlesex	3.49	3.49	
Somerville Branch,	0.43	0.43	
Bunker Hill Br.	1.06	1.06	295,100
Midland	12.62	12.62	
Norfolk County	25.96	25.96	
Southbr. & Blackstone (8 m. in Ct.)	22.76	22.76	3,692,144
Nashua and Lowell (6.22 m. in N. H.).	14.58	14.58	654,603
N. Bedford & Taunt.	20.13	20.13	
Harbor Branch	1.46	1.46	547,487
Newburyport	14.58	14.58	
Danvers & G'rget'n Division	12.39	12.39	648,969
Newton	2.87	2.87	25,941
New York & Boston.	32.00	8.60	434,334
Old Colony & Fall R.	37.26	37.26	
Fall River Branch.	42.24	42.24	3,434,164
Bridgewater Br.	7.76	7.76	
Peterboro' & Shirley	14.10	14.10	265,327
Pittsfield & N. Adams	18.65	18.65	443,678
Provid., Warr. & Brist. (9 m. in R. I.)	13.60	13.60	437,667
Provid. & Worcester (18 m. in R. I.)	43.41	43.41	1,761,543
Salem and Lowell	16.88	16.88	449,530
Somerville	3.89	3.89	59,500
South Shore	11.50	11.50	501,593
Stockbridge & Pittsf.	21.93	21.93	448,700
Stony Brook	13.16	13.16	267,383
Stoughton Branch	4.04	4.04	99,478
Taunton Branch	11.00	11.00	
Taunton River Br.	0.58	0.58	313,156
Troy and Greenfield (and Tunnel)	42.55	7.00	647,520
Union (Transportat'n)	....	....	194,542
Vermont & Mass. (10.50 in Vt.)	69.00	69.00	3,268,371
Greenfield Branch.	8.00	8.00	248,495
Waltham & Watert'n	2.13	2.13	19,700
West Cambridge	1.56	1.56	12,250
Western	117.81	117.81	8,443,881
West Roxbury	2.54	2.54	43,707
West Stockbridge	2.75	2.75	41,516
Worcester & Nashua (6.57 m. in N. H.).	45.67	45.67	1,328,868
Total attr'd to Mass.	1,441.98	1,369.70	$62,407,299
Deduct parts of road in other States	101.72	101.72	4,603,377
	1,340.26	1,267.98	$57,803,922
Add parts of r'd attrib'd to other St's	46.37	46.37	1,973,956
Act'l total of Mass.	1,386.63	1,314.35	$59,777,878

5. RHODE ISLAND.

N. Y., Provid. & Bost. (1 m. in Ct.)	50.00	50.00	$1,820,900
New York and Boston	32.50	....	153,312
Total attrib'd to R. I.	82.50	50.00	$1,974,212
Deduct parts of road in other States	1.00	1.00	36,418
	81.50	49.00	$1,937,794
Add parts of road attrib'd to other St's	55.32	55.32	2,200,594
Actual total of R. I.	136.82	104.32	$4,138,388

6. CONNECTICUT.

Danbury and Norwalk	23.81	23.81	$386,715
Hartford & N. Haven (5.87 in Mass.)	61.38	61.38	
Middletown Br.	9.76	9.76	2,362,019
Hartford Branch	0.87	0.87	

* In the table above given the several roads are attributed to the States in which the companies owning them are domiciled. The actual mileage in each State is attained, first, by deducting the parts of road located in adjoining States, and then, by adding the mileage attributed to such adjoining States, but actually within the State to which transferred. Where a road is in two or more States, the fact is so stated. The cost of the transferred sections is deduced from the cost per mile of the whole road.

Hartf., Prov. & Fishk. (26.32 m. in R. I.)	197.50	122.36	4,205,966
Housatonic	74.00	74.00	2,439,775
Naugatuck	57.00	57.00	1,578,301
N.Hav.,N.Lon.&Ston.	50.00	50.00	1,454,040
Stoningt. Extens'n.	11.00	11.00	397,837
N.Hav.& Northampt.	46.00	46.00	
Farmingt.Val. Line	4.66	4.66	1,400,000
Collinsville Branch	8.00	8.00	
Tariffville Branch.	1.00	1.00	
N. London Northern (9 m. in Mass.)	66.00	66.00	1,573,568
New York & Boston.	80.00	....	257,701
N. York and N. Haven (14.14 m. in N. Y.)	61.25	61.25	5,324,769
Branch	1.00	1.00	
Norwich & Worcester (21 m. in Mass.)	77.00	77.00	2,613,694
Total attributed to Ct.	830.23	675.09	$23,994,385
Deduct parts of road in other States	76.33	76.33	3,441,711
	753.90	598.76	$20,552,674
Add parts of road attrib'd to other St's	9.00	9.00	395,706
Actual total in Conn.	762.90	607.76	$20,948,380

7. NEW YORK.

Albany & Susqueh'a,	140.00	.....	$406,952
Albany and Vermont,	32.95	32.95	2,020,667
Albany & W. Stockbr.	38.25	38.25	2,392,984
Atlantic & G. Western	42.50	42.50	1,000,000
Erie City Line	30.50	....	
Avon, Geneseo and Mt. Morris	15.53	15.53	329,225
Black River & Utica.	108.50	39.94	1,237,553
Trenton Falls Br.	2.59	2.59	
Blossburg & Corning	14.81	14.81	496,661
Broadway (Brooklyn)	4.50	4.50	213,069
Brookl. Centr. (B'kl'n)	15.00	14.00	600,000
Brooklyn City	31.21	20.15	1,054,107
Buff., Bradf. & Pittsb.	74.20	....	328,850
Buffalo & N. Y. City.	60.00	60.00	2,901,868
Buffalo, N. Y. & Erie.	142.00	142.00	3,150,762
Buffalo and State Line	68.34	68.34	2,779,994
Cayuga & Susqueh'a.	34.61	34.61	1,095,600
Chemung	17.36	17.36	400,000
Eighth Av. (N.Y.City)	5.09	5.09	769,550
Elmira, Jeff. & Canand.	46.84	46.84	1,274,779
Flushing	7.80	7.80	310,963
Grand st. & Maspeth (Brooklyn)	3.50	1.20	120,000
Hicksville & Cold Sp.	6.25	4.00	45,263
Hudson and Boston	17.33	17.33	175,000
Hudson River	143.72	143.72	11,388,279
L.Onta'o, Anb. & N.Y.	73.84	....	392,813
L.Onta'o & Hudson R.	182.00	....	3,675,858
Lebanon Springs	22.50	....	324,548
Long Island	93.50	84.00	2,556,270
Hempstead Branch	2.50	2.50	
New York and Erie	446.00	446.00	35,320,907
Newburg Branch	19.00	19.00	
New York & Harlem,	130.75	130.75	8,019,671
Port Morris Branch	2.12	2.12	
N. Y. Central—main Line	297.75	297.75	
Troy & Schen'dy	21.00	21.00	
Syrac. & Roch'r L.	104.00	104.00	
Batav. & Attica Br.	11.00	11.00	30,810,714
Roch'r & Niag'a L.	74.75	74.75	
Tonawanda Br.	12.25	12.25	
Buff. & Lewist'n L.	28.25	28.25	
Roch'r & Charl. B.	6.88	6.88	
Nia. Bridge & Canand.	98.57	98.57	3,505,611
Tonawanda Branch	1.64	1.64	
Ninth Av. (N. Y. City)	13.00	3.50	362,694
Nia. F. and L. Onta'o	13.15	13.15	393,729
Ogdensb'g (North'n).	118.00	118.00	4,799,287
Champlain Branch	1.50	1.50	
Oswego and Syracuse	35.91	35.91	775,677
Plattsburg & Montr'l,	23.17	23.17	349,775
Potsdam & Watert'n,	75.36	75.36	1,594,956
Rensselaer & Sarat.	25.26	25.26	901,025
Roch'r & Genes. Val.	18.45	18.45	653,927
Sack. Harb. & Ellisb'g	18.50	18.50	389,310
Saratoga & Schen'dy	21.50	21.50	480,684
Saratoga & Whitehall	40.86	48.60	1,891,993
Rutland Branch	6.66	6.66	
Sec'd Av. (N. Y. City)	8.00	8.00	1,051,853
Sixth Av. (N. Y. City)	12.00	4.00	877,336
Staten Island	13.20	13.20	300,000
Syr., Bing. & N. Y.	79.69	79.69	2,717,309
Union Branch	1.25	1.25	133,983
Third Av. (N.Y. City)	8.00	8.00	1,564,098
Troy and Bennington	5.38	5.38	235,918
Troy and Boston	34.91	34.91	1,510,513
Troy and Greenbush.	6.00	6.00	294,731
Troy and Rutland	17.27	17.27	349,939
Troy Union & Depot,	2.14	2.14	723,114
Union (Ramapo)	0.25	0.25	50,000
Watertown and Rome	96.76	96.76	2,159,502
Total attr'd to N.Y.	3,420.05	2,773.64	$148,410,871
Add parts of road att'd to other St's	35.32	35.32	1,848,921
Actual total of N.Y.	3,455.37	2,808.96	$145,259,792

8. NEW JERSEY.

Belvidere Delaware	64.21	64.21	$3,192,269
Burlingt. & Mt. Holly	7.12	7.12	120,000
Camden and Amboy.	61.28	61.28	5,709,637
New Brunswick & Trenton Line.	31.09	31.09	
Camden and Atlantic	60.23	60.23	1,798,141
Camd. & Woodbury.	9.00	9.00	....
Central of N. Jersey,	63.80	63.80	5,624,600
Extra Track	48.00	48.00	
Flemington	12.00	12.00	284,584
Freehold & Jamesb'g,	17.00	11.50	221,877
Long Dock & Tunnel,	2.88	2.88	2,000,000
Millst'ne & N. Br'nsw.	6.62	6.62	111,114
Millville & Glassboro'	22.30	22.30	186,000
Morris and Essex	92.00	53.52	1,622,556
New Jersey	33.80	33.80	4,968,000
Newark & Bloomfield	14.00	6.00	105,206
Northern	21.27	21.27	365,344
Paterson and Hudson	14.50	14.50	630,000
Paterson & Ramapo.	15.12	15.12	350,000
Perth Amboy, Woodbridge & Rahway.	6.50	....	.....
Raritan & Delaw. Bay	125.00	18.00	300,000
Long Branch Br.	4.00	4.00	
Sussex	12.00	12.00	390,103
Warren	21.04	21.04	1,635,313
West Jersey	60.00	9.00	280,277
Other roads	20.00	20.00	500,000
Actual total of N. J.	844.76	627.28	$30,395,021

9. PENNSYLVANIA.

Alleghany Valley	176.41	45.00	$1,765,300
Allentown	38.00	.....	237,840
Atlantic & Gt. West'n	88.00	.....	500,000
Barclay Coal	16.50	16.50	261,609
Bedford	19.75	.....	200,000
Beaver Meadow	20.47	20.47	1,226,791
Branches	31.76	31.76	
Bellefonte & Snoe-Sh.	18.33	18.33	366,600
Catasauqua	13.00	10.00	100,000
Cataw., Will'p't & Erie	64.00	64.00	4,059,767
Chartiers Valley	26.00	.....	200,000
Chester Valley	21.50	21.50	1,371,900
Chestnut Hill	4.16	4.16	121,400
Cumberland Valley	52.00	52.00	1,225,972
Del., Leh'h & W'r Gap	36.00	.....	100,000
D., Lack'na & West'n.	110.70	110.70	8,945,293
Keyser Valley Br.	2.80	2.80	
Del. & Hudson Canal Company's R. R.	26.50	26.50	1,792,829
Branches	1.00	1.00	
Mine Roads	32.00	32.00	
East Mahonoy	12.00	.....	500,000
East Pennsylvania	36.00	36.00	1,100,000
Erie and Northeast.	18.50	18.50	700,000
Erie and Pittsburg	80.34	40.25	680,000
Fayette County	12.69	12.69	130,000
Fr'klin (6.5 m. in Md.)	22.50	22.50	525,000
Gettysburg	17.12	17.12	274,481
Hanover	12.20	12.20	202,095
Harrisburg & Lancas.	36.00	36.00	1,882,545
Columbia Branch.	18.00	18.00	
Hazleton and Lehigh	14.50	14.50	400,000
Hempf'd (9 m. in Va.)	76.30	32.00	1,809,563
Huntingdon & Broad Top Mountain	31.25	31.25	1,354,930
Branches (three)	11.25	11.25	
Lackawanna	9.00	9.00	180,000
Lackaw'a & Bloomsb.	53.74	.....	100,000
Lack'a & Lanesboro'.	80.00	80.00	2,500,000
Lehigh Luzerne	20.00	9.00	253,466
Eckley Branch	1.50	1.50	
Lehigh & Susqueh'a.	19.71	19.71	1,380,000
Lehigh Valley	45.50	45.50	3,596,724
Little Schuylkill	28.00	28.00	3,178,120
Wabash Branch	3.50	3.50	
Greenwood Branch	2.00	2.00	
Littlestown	7.25	7.25	76,000
Lorberry Creek	5.13	5.13	10,000
Lykens Valley	15.50	15.50	429,000
South Mountain Br.	2.00	2.00	
Lykens V'y C'l Br.	2.20	2.20	
M'Cauley's Mountain	6.00	6.00	200,000
McKean County	25.00	.....	100,000
M. Ch'k & Sum't Hill	6.25	6.25	1,000,000
Branches	20.00	20.00	
Mill Cr'k & Mine Hill	4.09	4.09	310,850
Br'nches (22 in no.)	8.43	8.43	
Mine Hill & S. Haven	24.50	24.50	2,861,066
Branches & Exten.	47.78	47.78	
Mount Carbon	1.26	1.26	204,500
Northwest Branch.	2.50	2.50	
Northeast Branch.	2.50	2.50	
North Lebanon	7.52	7.52	309,195
Branches (three)	0.68	0.68	
North Pennsylvania.	55.26	55.26	6,236,678
Doylestown Branch	10.08	10.08	
Shimersville Br.	1.81	1.81	
Pennsylvania	331.14	331.14	26,584,221
Hollidaysburg Br.	9.08	9.08	
Indiana Branch.	18.99	18.99	
Pennsylvania Coal	47.00	47.00	1,998,919
Phila. & Balt. Central (41½ m. in Md.)	78.00	18.75	474,69
Phila. City Pass. viz:			
Citizens	8.50	8.50	200,00 0
Delaware County	3.00	3.00	27,00 0
Frankf. & S'thwark	16.50	16.50	551,00 0
Fairmount	5.00	5.00	140,000
Fairm't & Arch st.	5.00	5.00	180,000
Germ't'n, 4. & 8. st.	17.25	17.25	300,000
Girard College	5.50	5.50	160,000
Green & Coates st.	5.25	5.25	220,000
Hestonville, Mantua and Fairmount	7.00	7.00	100,00
North Philadelphia	5.50	5.50	300,00
Phil. & Gray's Ferry	7.00	7.00	176,00
Philadelphia City	4.00	4.00	100,00
Phila. and Derby	4.25	4.25	117,20.
Richm. & Schuylk.	5.25	5.25	50,00
Ridge Av. & Man'k	9.00	9.00	185,00
2d and 3d sts.	18.75	18.75	401,08
17th and 19th sts.	6.00	6.00	120,00
13th and 15th sts.	6.00	6.00	90,00
West Philadelphia.	9.25	9.25	255,00
P., Germ'n & Norrist'n	17.06	17.06	1,672,387
Germantown Br.	3.14	3.14	
Phila. and Reading	95.00	95.00	24,070,83
Lebanon Valley L.	54.00	54.00	
Willow st. Branch.	5.00	5.00	
Phila. and Trenton	28.20	28.20	607,66
Phila., Wilm. & Balt. (56 m. in Md. and 23 m. in Del.)	98.00	98.00	7,788,78
Port Deposit Br'ch (all in Md.)	6.00	6.00	
Pittsb. and Connellsv.	147.00	48.00	2,441,300
Pittsb., Newcastle & Cleveland	13.00	13.00	100,00
Pittsb., Ft. W. & Chic. (416 m. in O., Ind. and Ill.)	465.00	465.00	15,557,778
Pittsb. and Steuben. (7 m. in Va.)	42.00	7.00	1,760,61
Quakake	14.09	14.09	668,93
Schuylkill and Susq'a	54.00	54.00	2,699,374
Schuylkill Valley	9.23	9.23	568,15 0
Br'nches (31 in no.)	15.22	15.22	
Shamok. V. & Pottsv.	28.03	28.03	1,694,406
Lancaster Col'y Br.	1.12	1.12	
Strasburg	4.25	4.25	100,000

Sunbury and Erie	289.00	147.00	8,328,016
Swatara	6.00	6.00	41,780
Tioga	29.61	29.61	788,281
Trevorton	14.50	14.50	792,000
Tyrone and Clearfield	36.00	.....	400,000
Tyrone & Lock Hav..	53.00	7.00	411,000
Union Can'l Co.'s R.R.	3.50	3.50	57,500
Branch	2.25	2.25	
Venango	125.00	....	.....
Westchester	9.00	9.00	106,888
Branch	1.25	1.25	
Westchester & Phila.	26.38	26.38	1,369,372
Will'port & Elmira..	78.00	78.00	4,031,582
Wrightsv., Y. & Get'b.	13.00	13.00	400,046
Sundry Coal R. Rs.	300.00	300.00	3,000,000
Total attrib'd to Pa.	4,435.26	3,364.72	$167,146,232
Deduct parts of road in other States ..	565.00	523.50	21,538,825
	3,570.26	2,841.22	$142,607,407
Add parts of road attr'd to other St's	102.00	102.00	5,922,222
Actual total in Pa.	3,972.26	2,943.22	$151,529,629

10. DELAWARE.

Delaware	84.00	84.00	$1,547,825
Junction & Breakw'r	29.00	8.50	77,040
Newcastle & Fr'cht'n	16.19	16.19	744,500
Newcastle & Wilm'ton	5.00	5.00	150,000
Total attrib'd to Del.	134.19	113.69	$2,519,365
Add parts of road attrib'd to other St's	36.50	23.00	1,851,401
Actual total in Del.	170.69	136.69	$4,370,766

11. MARYLAND.

Annapolis & Elkridge	20.51	20.51	$442,000
Baltimore City Pass'r	20.00	10.00	200,000
Baltimore and Ohio			
(27 m. in Va.)	379.60	379.60	24,891,415
Branches	7.20	7.20	
Washington Br.	30.00	30.00	1,650,000
Baltimore & Potomac	70.00	....	.....
Cumberland C. & I.	10.40	10.40	500,000
Mine Branches	3.50	3.60	
Cumberland and Pa..	25.00	25.00	1,254,992
Mine Branches	2.50	2.50	
Eastern Shore	38.00	6.50	125,000
George's Creek	21.00	21.00	600,000
Maryland & Delaware (13.50 m. in Del.)..	53.50	....	240,000
Metropolitan	41.00	....	50,000
Northern Central (102			
m. in Penna.)	138.00	138.00	8,244,636
Tido Water Branch	4.00	4.00	
Western Maryland ..	80.00	18.00	240,000
Sundry Coal Roads, not otherwise accounted for	50.00	50.00	1,000,000
Total attrib'd to Md.	994.31	726.31	$39,438,043
Deduct parts of road in other States	402.50	389.00	24,489,417
	591.81	337.31	$14,948,626
Add parts of road attrib'd to other St..	110.00	68.50	5,030,658
Actual total in Md.	701.81	405.81	$19,979,284

12. VIRGINIA.

Alex. Loud. & Hamp.	160.00	41.51	$1,533,038
Alexandria & Wash..	6.00	6.00	120,000
Blue Ridge	16.81	16.81	1,604,761
Clover Hill..	18.50	18.50	185,000
Covington and Ohio..	224.00	.....	1,905,644
Fredericks. & Gord..	45.00	.....	221,572
Manassas Gap	139.30	77.77	
Port Royal Bra'h..	1.00	1.00	3,153,228
Gainesville Branch.	7.96	7.96	
Harper's Ferry Br.	44.12	....	
Norfolk & Petersb'g..	80.00	80.00	1,973,983
North West. Virginia.	103.50	103.50	5,683,753
Orange & Alexand'a.	88.30	88.30	3,335,090
Warrenton Branch.	8.90	8.90	
Lynchburg Ext'n .	59.50	59.50	2,919,925
Pe'rsb. (8 m. in N.C).	62.00	62.00	1,259,854
Gas.Br.(9 m.in N.C)	18.00	18.00	
Richmond & Danvi'e.	140.50	140.50	
Midlothian Branch.	1.14	1.14	3,659,668
Manchester Bran'h.	1.55	1.55	
Rich. Fred. & Potom.	75.00	75.00	
Springfield Branch.	3.50	3.50	1,985,579
Rich. & Petersburg .	22.14	22.14	
Port Walthall Br..	2.75	2.75	1,222,523
Rich. and York River.	38.30	23.66	725,394
R'ke V. (14 m.in N.C).	22.00	22.00	
Northern Extension.	31.00	.....	476,612
Seaboard & R'oke (17			
m. in N. C.).	80.00	80.00	1,469,246
South Side.	123.00	123.00	
City Point Branch..	9.00	9.00	4,239,537
Virginia Central	189.19	179.19	5,362,910
Virginia & Kentucky.	130.00	.....	105,601
Virginia & Tennessee.	204.24	204.24	6,851,975
Salt Works Branch.	9.42	9.42	245,830
Other branches	1.20	1.20	25,000
Winchester & Potom.	32.00	32.00	575,830
Sundry Coal R'ds not elsewhere acc'd for.	30.00	30.00	300,000
Total attr'd to Virg.	2,288.62	1,550.04	$51,143,552
Deduct parts of road in other States ..	48.00	48.00	892,416
	2,180.72	1,502.04	$50,251,136
Add parts of road attrib'd to oth'r St's.	303.00	303.00	19,329,560
Actual total in Va .	2,483.62	1,805.04	$69,580,696

13. NORTH CAROLINA.

Atla. and N. Carolina.	94.92	94.92	$2,157,503
N. Carolina Central ..	223.00	223.00	4,235,000
Western N. Carolina..	273.12	81.00	2,000,000
Branch to Newton .	3.00	3.00	
Raleigh and Gaston ..	97.00	97.00	1,240,241
Western (Fayettev'le).	41.50	41.50	830,000
Wil. Char. Rutherf'n..	184.00	54.00	1,160,000
Wil. & Manchest'r. (99			
m. in S. C.).	161.50	161.50	2,869,223
Wilmington & Weld'n.	161.50	161.50	3,076,588
Branch to Tarboro'.	15.00	15.00	120,000
Total attri'd to N. C.	1,257.04	931.92	$17,688,555
Deduct parts of road in other States...	99.00	99.00	1,590,237
	1,158.04	832.92	$16,098,318
Add parts of roads attrib'd to oth'r St's.	54.00	54.00	986,182
Actual total in N. C.	1,212.04	886.92	$17,084,500

14. SOUTH CAROLINA.

Blue Ridge	55.00	33.00	$2,989,165
Branch	1.50	1.50	
Charlest. & Savannah			
(15 m. in Ga.)	103.32	103.32	2,500,000
Charlotte and S. Car.			
6 m. in N. C.)	109.60	109.60	1,719,045
Cheraw and Darl'gton	40.30	40.30	612,000
Cheraw and C. Fields	57.00	....	.....
Greenv. & Columbia.	143.25	143.25	
Abbeville Branch .	11.50	11.50	2,763,930
Anderson Branch .	9.50	9.50	
King's Mountain	22.50	22.50	225,000
Laurens	32.00	32.00	543,403
North Eastern	102.00	102.00	2,053,315
South Carolina	136.00	136.00	
Columbia Branch .	68.00	68.00	6,503,106
Camden Branch..	38.00	38.00	
Spartanburg & Union	67.00	40.00	1,000,000
Total attrib'd to S. C.	996.47	890.47	$20,908,964
Deduct parts of road in other States	21.00	21.00	453,766
	975.47	869.47	$20,455,198
Add parts of road attrib'd to other St's	99.00	99.00	1,590,237
Actual total in S. C.	1,074.47	968.47	$22,045,435

15. GEORGIA.

Atlanta and W. Point,	86.70	86.70	$1,192,389
Augusta & Savannah,	53.00	53.00	1,032 200
Barnesv. & Thomast'n	16.00	16.00	200,000
Brunswick & Florida	67.20	43.50	755,000
Central of Georgia ..	191.00	181.00	3,700,000
Etowah	9.00	9.00	112,500
Dalton and Jacksonv.	91.00	....	.....
Georgia	171.00	191.00	
Athens Branch.	39.00	39.00	
Warrenton Branch,	4.00	4.00	4,156,000
Washington Br.	18.00	18.00	
Macon & Brunswick,	174.00	37.50	420,172
Macon and Western .	102.00	102.00	1,501,964
Main Tr. (Atl. & G.).	163.50	92.00	2,000,000
Milledgev. & Eatont'n	22.00	22.00	275,901
Milledgev. & Gordon,	17.00	17.00	213,500
Muscogee	50.00	50.00	936,778
Rome and Kingston .	20.00	20.00	250,000
Sav., Albany & Gulf.	68.00	68.00	1,439,007
South Western	106.00	106.00	
Butler Branch	22.00	22.00	
Fort Gaines	78.80	78.80	4,000,000
Eufala Branch..			
Western and Atlantic			
(13 m. in Tenn.) ..	138.00	138.00	5,001,497
Total attrib'd to Ga.	1,707.20	1,384.50	$27,186,828
Add parts of road attr'd to other St's	30.00	30.00	816,345
	1,737.20	1,414.50	$28,003,173
Deduct parts of road in other States...	13.00	13.00	370,483
Actual total in Ga.	1,724.20	1,401.50	$27,632,690

16. FLORIDA.

Florida	154.20	154.20	$3,000,000
Tampa Branch	150.00	....	.....
Florida and Alabama,	45.10	45.10	900,000
F., Atl. & Gulf Central	59.30	59.30	1,186,000
Pensacola & Georgia	297.00	37.00	1,000,000
Monticello Branch,	3.90	3.90	
Perdido and Junction	6.00	6.00	50,000
Tallahassee	21.00	21.00	425,000
Actual total in Flo.	736.50	326.50	$6,561,000

17. ALABAMA.

Ala. and Florida	115.60	65.00	$1,451,336
Ala. and Miss. Rivers	88.30	30.30	518,965
Ala. and Tenn. Rivers,	167.40	109.80	2,446,833
Marion.	14.00	14.00	280,000
Mobile and Girard.	228.30	57.30	2,000,000
Mob. and Gr. North'n	67.20	....	200,000
Mob. & Ohio (in Ala.)	63.00	63.00	1,787,373
Montg'y and W. Point	88.50	88.50	2,265,983
Opelika Branch.	28.40	28.40	
N. East and S. West .	213.80	....	600,000
Selma and Gulf	58.80	....	588,000
Tennessee and Coosa,	36.50	....	200,000
Tenn. & Ala. Central	26.10	26.10	781,500
Wills' Valley	82.00	....	410,000
Total attr'd to Ala.	1,277.90	482.40	$13,529,990
Add parts of road att'd to other St's	161.00	161.00	3,731,497
Actual total in Ala.	1,438.90	643.40	$17,261,487

18. MISSISSIPPI.

Gr. Gulf & P. Gibson.	8.00	8.00	$200,000
Mississippi Central (49			
m. in Tenn.)	236.00	236.00	5,722,312
Mississippi and Tenn.			
(10½ m. in Tenn.)	99.20	99.20	2,000,000
Mob. & O. (in Miss.)	270.00	198.00	5,617,458
Columbus Branch,	14.50	13.50	383,008
N.O., Jack. & Gr. Nor.	118.00	118.00	4,720,000
Raymond Branch ...	7.00	7.00	100,000
Southern Mississippi.	143.60	143.60	4,308,000
Total attr'd to Miss.	896.30	823.30	$23,050,778
Deduct parts of road in other States...	59.50	59.50	1,324,463
	836.85	763.80	$21,726,315
Add parts of road attrib'd to other Sts.	34.00	34.00	1,260,055
Actual total in Miss.	870.80	797.80	$22,986,370

19. LOUISIANA.

B. R. Gros T. & Op.	46.00	17.00	$327,009

Clint. & Port Hudson.	22.00	22.00	750,666
Mexican Gulf.....	27.00	27.00	662,910
Milnb'g & L. Pont'n.	6.00	6.00	212,938
N. Orleans & Carrol'n.	6.50	6.50	500,000
Branches.....	8.50	8.50	
N. O. Jack. & G. Nor. (in La.).....	88.00	88.00	3,520,000
N. O., Ope. & G. West.	258.00	80.00	4,137,449
Houston Branch...	161.00	.....	.....
Vi'ksb.,Shrev't & Tex.	189.00	53.75	1,662,691
West Feliciana	26.00	26.00	620.000
Total attrib'd to La.	838.00	334.75	$12,393,124
Deduct parts of road in other States...	7.00	7.00	200,000
Actual total in La..	831.00	327.75	$13,193,124

20. Texas.

B. Bay., Braz. & Col.	160.00	32.00	$1,000,000
Eastern Texas	140.00	.....	200,000
Gal.,Hous'n & Hend'n.	240.00	72.00	2,000,000
Houston & N. Orleans.	96.00	.....	1,000,000
Houston Tap.....	7.00	7.00	200,000
Hous'n Tap & Braz'a.	73.00	53.00	1,200,000
Hous'n & Tex. Cent'l.	356.00	78.00	2,000,000
Memp.El Paso & Pac.	225.00	.....	.....
Sabine and Rio Gra'e.	452.00	.....	100,000
S. Ant'o & Mex. Gulf.	135.00	25.00	500,000
Southern Pacific.....	783.00	27.50	1,000,000
Actual total in Tex.	2,667.00	294.50	$9,200,000

21. Arkansas.

Cairo and Fulton	301.00	.....	$300,000
Lit. Rock & Ft. Sm'h.	155.00	.....	100,000
Lit. Rock & Napole'n.	99.33	.....	400,000
Memphis & Lit. Rock.	146.00	38.50	1,000,000
Actual total in Ark's.	701.33	38.50	$1,800,000

22. Missouri.

Cairo and Fulton	78.00	26.00	$595,879
Chariton & Rando'h..	37.00	37.00	740,000
Cameron & Kan's C'y.	46.00	14.00	320,000
Hann'l & St. Joseph..	206.80	206.80	10,961,309
North Missouri.....	236.75	168.75	5,868,677
Pacific of Missouri...	282.00	168.00	10,557,802
South Western Br..	283.00	47.00	2,394,825
Platte County	150.40	34.90	1,000,000
Quincy and Palmyra.	10.50	10.50	250,000
St. Louis & Iron Mt .	86.50	86.50	5,392,377
Potosi Branch	3.65	3.65	67,224
St. Louis City Horse Railroads.....	10.00	10.00	250,000
Actual total in Mo..	1,430.60	813.10	$35,398,093

23. Tennessee.

Central Southern.....	47.58	35.50	$934,601
Cleve'd & Chattano'a.	30.00	30.00	867,210
East Tenn. & Georgia (15 m. in Ga.)	110.80	110.80	3,637,367
East Tenn. and Va...	130.28	130.28	2,866,297
Edgefield and Ky....	46.70	46.70	1,200,000
Knoxville and Ky....	63.00	10.00	400,000
Memp.& Char'n (27 m. in Miss. and 157 m. in Ala.)	271.00	271.00	
Somerville Bra'h...	16.00	16.00	6,744,537
Flor. Br, (in Ala.) .	4.00	4.00	
Memphis and Ohio ..	130.60	130.60	3,000,000
Memp.Clarksv.& L'sv.	56.80	56.80	1,250,000
McMinnv. & Manch'r.	34.20	34.20	590,623
Mobile and Ohio	121.30	69.00	1,957,599
Nashv. and Chattan'a.	149.75	149.75	3,632,882
Shelbyville Branch.	9.00	9.00	
Nashv. & North-western (7¼ m. in Ky.).	175.00	175.00	3,500,000
Rogersv. & Jefferson.	14.00	14.00	200,000
Tenn. and Alabama..	57.52	45.81	1,185,053
Winchester and Ala..	38.10	38.10	629,962
Total attr'd to Tenn.	1,505.63	1,376.54	$32,596,131
Deduct parts of road in other States...	210.50	210.50	4,697,897
	1,295.13	1,166,04	$27,878,234
Add parts of road attrib'd to oth'r St's.	117.50	117.50	2,894,946
Actual total in Tenn.	1,412.63	1,283.54	$30,792,180

24. Kentucky.

Breckenridge Coal...	8.50	8.50	$312,000
Covington & Lexin'n.	80.00	80.00	3,317,891
Lexington & B. San'y.	133.00	17.00	694,024
Lexington & Danville.	35.00	13.00	824,488
Lexington & Frankf'd.	29.00	29.00	642,702
Louisville & Frankf'd.	65.10	65.10	1,567,894
Louisville & Nashvi'e.	184.50	184.50	
Memphis Branch...	31.70	31.70	6,500,000
Lebanon Branch...	37.60	37.60	
Maysvi'e & Lexingt'n.	89.00	18.80	575,000
Mobile and Ohio.	44.50	20.00	567,601
N. Orleans and Ohio (Paducah Branch).	58.50	58.50	1,500,000
Port.& Louisv.(Horse)	5.00	5.00	100,000
Total attrib'd to Ky.	801.40	568.70	$17,601,600
Deduct parts of road in other States...	45.00	45.00	1,200,000
	756.40	523.70	$16,401,600
Add parts of road attrib'd to oth'r St's.	7.50	7.50	150,000
Actual total in Ky..	763.90	531.20	$16,551,600

25. Ohio.

Ashtab. & New Lis'n.	84.62	.....	$600,000
Atlantic & G. West'n.			
Bellefont'e and Ind'a.	118.23	118.23	3,088,218
Carrollton Branch....	11.50	11.50	225,000
Central Ohio	137.00	137.00	6,502,168
Cin.,Hamil'n & Day'n.	60.00	60.00	3,419,545
Cin. City Horse RR'ds.	20.00	20.00	500,000
Cin. Wilm. & Zanesv..	162.80	131.80	6,258,841
Cleve'd, Colum. & Cin.	135.40	135.40	4,772,526
Delaware Cuive....	5.80	5.80	
Cleve'd and Mahon'g.	85.00	67.00	1,920,953
Cle'd, Pai'esv. & Asht.	96.60	96.60	3,987,075
Cleveland and Pittsb.	101.00	101.00	
Tuscaraw's Exten'n.	32.00	32.00	
Hanover Branch...	1.50	1.50	9,320,288
Beaver Extension..	22,00	22.00	
Wheeling Extensi'n.	47.00	47.00	
Cleve'd & Tol—N. Div.	109.20	109.20	7.187.250
" " S. Div.	79.40	79.40	
Clev'd, Zanesv. & Cin.	114.40	61.30	1,574,693
Clinton Line.....	55.30	.....	1,000,000
Clinton Line Exten'n.	94.30	.....	1,983,000
Columbus & Indian's.	103.00	103.00	3,090,000
Columbus and Xenia.	54.60	54.60	1,781,933
Dayton and Cincinn'ti.	53.20	.....	2,000,000
Dayton and Michig'n.	144.00	144.00	5,672,797
Dayton and Western..	36.60	36.60	1,104,086
Dayton,Xenia & Belp.	63.00	16.00	860,496
Eaton and Hamilton..	42.50	42.50	1,217,859
Four Mile Valley	34.00	.....	340,000
Fremont and Indiana.	120.00	26.00	1,500,000
Greenville and Miami.	32.00	32.00	888,000
Iron..	47.00	13.00	219,121
Little Miami.....	83.40	83.40	3,981,482
Marietta and Cin....	173.80	173.80	10,633,213
Hillsboro' Branch .	21.60	21.60	
Ohio & Miss. (172 m. in Ind.).....	192.30	192.30	18,635,687
Pittsb., Col. and Cin..	117.00	117.00	4,772,951
Cadiz Branch.....	8.00	8.00	
Pittsb., Maysv. & Cin.	225.00	.....	500,000
Sand'y, Dayton & Cin.	153.00	153.00	
Old Line.....	52.00	52.00	4,594,156
Findlay Branch...	16.00	16.00	
Sand'y,Ma'sf.&New'k.	116.00	116.00	2,141,811
Huron Branch.....	9.00	9.00	
Scioto & Hock'g Va'y.	130.00	55.60	1,103,975
Springfield and Col...	53.00	19.50	346,500
Sp'g'd,Mt.Ver.&P'tsb.	112.00	49.80	2,205,000
Tiffin and Fort Wayne.	102.70	.....	102,700
Tol'o, Wab'h & West. (172 m. in Ohio) ..	243.00	243.00	10,542,000
Total attr'd to Ohio.	4,090.75	3,014.53	$130,903,993
Deduct parts of road in other states...	344.00	344.00	24,781,016
	3,746.75	2,670.53	$105,122,977
Add parts road attributed to oth'r St's.	386.50	386.50	12,230,139
Actual total in Ohio.	4,133,25	3,057.03	$117,353,116

26. Michigan.

Amboy, Lansing and Traverse Bay	192.00	....	$1,000,000
Bay de Noq't & Marq.	20.50	20.50	400,000
Chicago, Detroit and Canada Gr.Junction	57.00	57.00	1,140,000
Detroit & Milw'kee..	188.00	188.00	9,008,369
Det., Monroe & Tol..	51.00	51.00	1,202,821
Flint & P. Marquette,	173.00	33.00	1,000,000
Grand Rapids & Ind.	183.00	....	500,000
Iron Mountain	25.00	25.00	600,000
Michigan Central....	284.80	284.80	13,158,958
Mich. South. (101 m. in Ind.&12 m.in Ill.)	246.00	246.00	
Constantine Br....	4.00	4.00	
Old Goshen Br. (in Ind.)	10.00	10.00	
Michigan City Br. (in Ind.)	14.00	14.00	
St. Jos. Val'y Line	8.00	8.00	
Jackson Branch...	42.00	42.00	
Gosh. Air D. (60 m. in O. & 60 m. in Ind.)	120.00	120.00	16,717,456
Toledo Section (in Ohio).....	3.60	3.00	
Detroit, Monroe & Toledo (in Ohio)	7.00	7.00	
Erie & Kalamazoo (12 m. in Ohio).	30.00	30.00	
P. Huron and Milw..	89.80	....	1,000,000
Total attr'd to Mich.	1,748.10	1,143.30	$45,727,604
Deduct parts of road in other States ..	336.00	336.00	12,111,843
Actual tot. in Mich.	1,412.10	807.30	$33,615,761

27. Indiana.

Chic. and Cincinnati.	104.00	....	$1,000,000
Cincinnati and Chic..	108.00	108.00	2,080,433
Cin., Peru and Chic..	102.00	29.00	1,000,000
Cin. and Indianapolis Junc. (26 m. in O.)	99.10	37.00	1,500,000
Evansv.&Crawfordsv.	109.00	109.00	2,233,413
Ev., Ind'pol. and Clev.	155.00	....	120,000
Indiana Central	72.40	72.40	1,910,361
Ind. and Ill. Central .	70.00	....	700,000
Indianap. and Cin...	89.80	89.80	
Cincin. Extension (17½ m. in Ohio)	20.20	20.20	3,458,108
Ind., Pittsb. and Clev.	82.77	82.77	1,837,368
Jeffersonville	78.00	78.00	1,839,576
Joliet & North'n Ind. (30 m. in Ill.).	45.00	45.00	1,300,000
Knightst'n & Shelbyv.	27.00	27.00	270,000
Lafayette & Indianap.	64.00	64.00	1,856,287
Louisv., New Albany and Chicago..... ..	288.00	288.00	6,000,000
Madison & Indianap.	86.00	86.00	
Martinsville Br. ..	26.00	26.00	3,000,000
Shelbyville Branch	23.00	23.00	
Peru and Indianap....	74.00	74.00	2,000,000
Rushv. and Shelbyv..	20.00	20.00	320,000
Shelbyville Lateral..	16.00	16.00	160,000
Terre H. and Richm..	73.00	73.00	1,611,450
Toledo, Log. and Burl.	47.00	47.00	1,000,000
Union Track & Depot at Indianapolis....	3.50	3.50	265,033
Total attr'd to Ind..	1,882.77	1,418.67	$35,462,029
Deduct parts of road in other States ..	73.50	73.50	1,210,000
	1,809.27	1,345.17	$34,252,029
Add parts of road attr'd to other St's.	713.00	713.00	37,721,640
Actual total in Ind.	2,522.27	2,058.17	$71,973,669

28. Illinois.

Chic.,Alton and St. L.	220.00	220.00	$11,000,000
Chic.,Burl.and Qui'y.	138.00	138.00	7,468,926
Chic. and Milw'kee..	45.00	45.00	1,884,344
Chic., and Rock Is'd.	181.80	181.80	6,913,554
Chic, and N. West'n (127 m. in Wis.)..	193.65	193.65	9,344,863
Elgin and State Line.	32.20	32.20	580,000

Gal'n and Chic. Uni'n.	121.00	121.00	
Fult'n and Iowa L.	105.50	105.50	
Fulton Extension.	1.75	1.00	9,358,814
Beloit Branch ...	21.00	21.75	
Elgin Branch	1.50	1.50	
St. Chas. Air Line.	10.50	10.50	
Great Western	175.00	175.00	5,500,000
Meredosia Bran'h.	7.00	7.00	
Illinois Central	308.40	308.40	
Chicago Branch..	252.50	252.50	23,726,240
Galena Branch...	146.40	146.40	
Illinois Coal.	4.00	4.00	100,000
Ill. and Ind. Central..	74.50	.....	100,000
Illinois River.	81.50	81.50	1,600,000
Jackso'v., Alt. & St. L.	65.00	.....	650,000
Joliet and Chicago..	35.00	35.00	750,000
Mound City	3.00	3.00	60,000
Northern Illinois....	35.80	.....	360,000
Ohio and Miss	148.00	148.00	4,870,686
Peoria & Bureau V'y.	46.60	46.60	2,106,000
Peoria and Hannibal.	129.00	.....	1,290,000
Peoria and Oquaw'a.	94.00	94.00	5,545,000
Eastern Extension.	124.00	124.00	
Quincy and Chicago.	100.00	100.00	1,978,555
Quincy and Eastern.	43.00	43.00	860,000
Rockford	28.00	28.00	560,000
Rock Island Bridge.	1.00	1.00	250,000
Ro'k Is'd and Peoria.	11.00	11.00	220,000
St. L., Alt. & R'k Is'd.	120.00	.....	1,000,000
Sterl'g and Rock Isl.	52.00	52.00	1,040,000
Sycamore and Cortl'd.	5.00	5.00	50,000
T. Haut, Alt. & St. L.	168.50	168.50	
St. Louis Branch..	25.00	25.00	8,865,252
Belleville Division.	14.80	14.80	
Tonica and Petersb'g.	120.00	.....	1,000,000
Warsaw and Peoria..	83.00	.....	500,000
Total attri'd to Ills.	3,573.90	2,946.60	$109,522,234
Dedu't parts of road in other States..	127.00	127.00	5,871,618
	3,446.90	2,819.60	$103,650,616
Add p'rts of road attri'd to oth'r St's.	105.00	105.00	3,324,915
Actual total in Ills.	3,551.40	2,924.60	$106,975,581

29. WISCONSIN.

Beloit and Madison..	58.00	17.30	$350,000
Kenosha and Rockf'd	28.00	28.00	1,000,000
Manitowoc and Miss..	220.00	7.50	500,000
Milwaukee and Beloit	43.00	.....	435,000
Milw'kee and Chicago	40.00	40.00	1,830,073
Milw'kee and Horicon	69.80	42.00	919,757
Milw. and Minnesota,	199.89	199.89	10,000,000
Milw. and Mississ. ..	191.90	191.90	
Janesville Branch.	8.70	8.70	8,114,126
Southern Line	33.80	33.80	
Milw. and Superior..	380.00	18.00	460,000
Milw., Watertown and Baraboo Valley ...	135.00	57.00	1,500,000
Mineral Point	32.00	32.00	1,000,000
Racine & Mississippi (35 m. in Ill.)	104.00	104.00	3,802,016
St. Croix & L. Super'r	212.00	.....	.....
Sheboygan and Miss.	260.00	20.00	500,000
Watert'n & Madison,	34.00	.....	340,000
Wisconsin Central...	65.00	10.00	600,000
Total attr'd to Wis.	2,145.09	810.09	$31,350,972
Deduct parts of r'd in other States...	35.00	35.00	1,279,435
	2,110.09	775.09	$30,071,537
Add parts of road att'd to other St's	127.00	127.00	5,871,618
Actual tot. in Wis.	2,237.09	902.09	$36,943,155

30. MINNESOTA.

Minneap. and Cedar Rapids.....	112.50	.....	$.....
Minnesota and Pacific	220.00	.....	.....
Pembina Line.	400.00	.....	.....
Minnesota Transit...	200.00	.....	.....
Minnesota Southern .	175.00	.....	.....
Root River Valley...	60.00	.....	.....
Actual total in Min.	1,167.50	.....	.....

31. IOWA.

Burlington and Mo. .	276.50	93.00	$2,000,000
Cedar Rapids and Mo.	220.00	.....	.....
Chic., Iowa and Nebr.	82.00	82.00	1,860,251
Dubuque and Pacific.	89.00	81.00	3,500,000
Tete des Morts Br.	10.00	.....	.....
Dub. and Sioux City.	230.00	.....	.....
Dubuque Western ...	35.00	35.00	700,000
Iowa Central Air Line,	438.00	.....	.....
Keok'k, F. des Moines and Minnesota	139.80	46.00	1,120,375
K., Mt. Pleas. & Musc.	68.50	11.20	777,279
Mississippi and Mo...	312.00	123.00	6,000,000
Muscatine Branch.	12.60	12.60	
Muscat. & Oskaloosa,	90.40	52.00	1,040,000
Muscatine and Tipton	13.00	13.00	260,000
Actual tot. in Iowa.	2,021.80	548.80	$17,257,905

32. CALIFORNIA.

California Central ...	43.80	43.80	$1,400,000
California Northern..	186.00	.....	.....
Placerv. and Sacr. V.	28.68	.....	.....
Sacramento Valley ...	22.50	22.50	1,600,000
S. Fran. and Sacram'o	58.50	.....	500,000
Las Mariposas (Fremont's)	3.75	3.75	100,000
Actual total in Calif.	343.23	70.05	$3,600,000

RECAPITULATION

Showing the actual length and cost of railroads in each State.

States, etc.	Total length of line.	Miles in operation.	Cost of roads and equipment.
Maine	639.36	475.86	$16,233,261
N. Hampshire	684.29	657.88	22,676,234
Vermont	555.37	575.37	23,240,097
Massachus'tts	1,386.63	1,314.35	59,777,878
Rhode Island	136.82	104.32	4,138,388
Connecticut..	762.90	607.76	20,948,380
N. Eastern St.	4,185.37	3,715.54	$147,014,238
New York...	3,455.37	2,808.96	$145,259,792
New Jersey..	844.76	627.28	30,395,031
Pennsylvania.	3,972.26	2,943.22	151,529,629
Delaware	170.69	136.69	4,370,766
Md & D. C...	701.81	405.81	19,979,284
Middle Atl. St.	9,144.89	6,921.96	$351,534,492
Virginia.....	2,483.62	1,805.04	$69,580,696
N'th Carolina	1,212.04	886.92	17,084,500
S'th Carolina	1,074.47	978.47	22,045,435
Georgia	1,724.20	1,401.50	27,632,690
Florida	736.50	326.50	6,561,000
S. Atlantic St.	7,230.83	5,298.43	$142,904,321
Alabama	1,438.90	643.40	$17,261,487
Mississippi ..	870.80	797.80	22,986,370
Louisiana ...	831.00	327.75	12,193,124
Texas.....	2,667.00	294.50	9,200,000
Gulf States..	5,807.70	2,063.45	$61,640,981
Arkansas	701.33	38.56	$1,800,000
Missouri	1,430.60	813.10	35,398,093
Tennessee ...	1,412.63	1,283.54	30,793,180
Kentucky ...	763.90	531.20	16,551,600
S. Interior St.	4,308.46	2,666.34	$84,542,873
Ohio.....	4,133.25	3,057.03	$117,353,116
Michigan	1,412.10	807.30	33,615,761
Indiana	2,522.27	2,058.17	71,973,669
Illinois.....	3,551.90	2,924.60	106,975,581
Wisconsin ...	2,272.09	937.09	37,580,881
Iowa.....	2,021.80	548.80	17,257,905
Minnesota...	1,167.00	.....	2,000,000
N. Interi'r St.	17,080.41	10,332.99	$386,756,913
California....	343.23	70.05	$3,600,000
Total U. S...	48,100.89	31,168.76	$1,177,993,818

The following table exhibits the progress of railroads for the 30 years ending on the 1st Jan'y, 1861—the figures for each year being the mileage of roads in operation at its commencement:—

1832....	131	1842....	3,877	1852	10,878	
1833....	576	1843....	4,174	1853	13,315	
1834....	762	1844....	4,311	1854	15,511	
1835....	918	1845....	4,522	1855	18,153	
1836....	1,102	1846....	4,870	1856	21,440	
1837....	1,421	1847....	5,336	1857	24,290	
1838....	1,843	1848....	5,682	1858	26,210	
1839....	1,920	1849....	6,350	1859	27,857	
1840....	2,197	1850....	7,475	1860	29,401	
1841....	3,319	1851....	8,856	1861	31,179	

From the above table we deduce the following which exhibits the actual and relative increase of mileage in periods of five years—the length of road in 1831 having been 54 miles.

Five years ending	Miles open Jan.1	Increase each five years. Actual.	Relative.
1836....	1,102	1,048	1,940.74 per cent.
1841....	3,319	2,217	201.18 "
1846....	4,870	1,551	47.21 "
1851....	8,856	3,986	81.85 "
1856....	21,440	12,584	142.09 "
1861....	31,169	9,729	45.37 "

Railroad Bridge Across the Potomac River, alongside the Long Bridge at Washington.

The only gap in the continuous rail line between Philadelphia and Memphis, in a route which passes through seven contignous States, is the break at Washington City; for although the Susquehanna river at Havre-de-Grace is not bridged over, all freight and baggage cars are there ferried across on a powerful boat with a trackway upon its upper deck.

In the Senate of the United States, on Friday, December 21, on motion of Mr. Kennedy, of Maryland, the Senate considered and passed, after debate and amendment, a bill "to authorize the Baltimore and Ohio Railroad Company to extend the Washington branch of their road to the Potomac river, and across the same, by an extension of the present structure known as the Long Bridge, for the purpose of connecting with the Virginia Railroad at that point.

"The bill, as thus passed, authorizes the Baltimore and Ohio Railroad Company to extend the Washington branch from near G street north, passing through First street east to near D street south: thence by a curve crossing New Jersey avenue, south Capitol street and the Canal to E street south, and through the last named street to the Potomac river; and to extend the railroad across the river upon a pile structure alongside the Long Bridge, so as to connect with the Alexandria and Washington Railroad now on the Virginia shore. All proper provision is to be made for draws on the bridge. The extension of the road hereby granted, and the real estate of the Company connected with such extension, are to be subjected to the same taxation by the city of Washington as is levied upon other real estate of individual proprietors. Between C street and New Jersey avenue, on its west side, there shall be a tunnel for the passage of the road, along which steam or locomotive power may be used, subject to the regulation of the Corporate authorities of the city of Washington. A connecting track may be laid from any part of this road to a spot on the river between the Long Bridge and the Navy Yard for the purpose of connecting with the mail steamboats. The Company may connect this track with their present depot, by cars running with horse-power, until the expiration of two years.

"The terms of transportation of freight on this extension shall not exceed twenty-five cents per ton, nor shall the transportation of a passenger exceed twenty-five cents. The company shall be responsible for any damages that may commit to the United States, to the corporation of Washington, or to individuals, as the case may be, and the powers and privileges granted by this act are to be limited, modified, or restrained by Congress. The company is also obliged, if it accepts this bill, to check baggage over all their roads to Washington and Alexandria. The bill also em-

powers the Washington and Alexandria Railroad Company to construct a railroad for local uses from the Long Bridge, by Maryland avenue and Seventh street south, to the south bank of the canal, or else from the Long Bridge, along the Potomac shore, to the south side of the city canal, and thence east as far as Sixth street west, the said Company to pay the Baltimore Company fair rates for the transportation of passengers and merchandise across the bridge.

Newaygo and Traverse Bay Railroad.

The Commissioners of the Newaygo and Northport State road have made a contract with Messrs. Ortons, of Newaygo, for the completion of the road, through to Traverse City. The contractors are said to be reponsible men, and the work will be well and promptly executed.—*Grand Rapids Eagle.*

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending December 14, 1860:

Passengers	$19,917 38
Freight and live stock	25,376 77
Mails and sundries	1,367 08
Total	$40,661 23
Corresponding week of last year	35,829 24
Increase	$4,831 99

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 15,

were	$66,681 35
Week ending Dec. 17, 1859	57,945 26
Increase in 1860	$8,736 09
Total traffic from July 1st, 1860	$1,663,178 04
Corresponding week 1859	1,251,220 07
Increase	$411,957 97

The earnings of the Pacific Railroad for November, 1860, were:—

MAIN LINE.

	1859. (168 miles.)	1860. (176 miles.)
Freight	$32,718 35	$41,619 65
Passengers	24,097 18	19,845 25
Mails	2,100 00	2,211 50
	$58,915 53	$63,676 40
Increase		$4,760 87

SOUTHWEST BRANCH.

	(18 miles.)	(71 miles.)
Freight	$862 68	$4,309 50
Passengers	494 70	2,231 90
Mails		295 81
	$1,257 38	$6,837 21
Increase		5,479 85

The receipts of the Grand Trunk Railway of Canada for the week ending December 22, 1860,

were	$62,197 15
Corresponding week, 1859	57,466 13
Increase	$4,731 02
Tot. traffic from July 1, 1860, to date,	$1,725,375 19
Corresponding period, 1859	1,308,686 20
Increase	$416,688 99

The traffic of the Great Western Railway of Canada for the week ending Dec. 21, 1860, was as follows:

Passengers	$15,528 96
Freight and live stock	19,879 94
Mails and sundries	1,453 17
Total	$36,862 08
Corresponding week last year	36,566 04
Increase	$297 04

The nineteenth report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad, has been filed with the Clerk of the United States District Court:

GROSS EARNINGS.

Through passengers		$10 72
Local passengers		4,913 20
Mail		850 95
Express		414 80
		$6,198 67
Through freight business	$398 91	
Local freight business	9,873 46	
		10,272 37
Total gross earnings		$16,471 04

EXPENSES.

Total ordinary expenses	$12,623 59
Total extraordinary expenses	4,412 04
Total capital account	164 16
Grand total	$17,199 79
Received during November	$14,624 40
On hand November 1st	25,704 61
	$40,329 01

Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad.

A meeting of the Stockholders of this Company was held at Philadelphia, Dec. 27, to take action on the acceptance or rejection of a contract for a more permanent lease of their road to the Pennsylvania Railroad Company.

Mr. M. V. Baker, the President of the Company, read the contract made with the Pennsylvania Railroad Company for the renewal of the lease of the Harrisburg and Lancaster Railroad to the Pennsylvania Railroad. The substance of the contract is that the organization of the Harrisburg Company shall be maintained, and the lease be made for 999 years; the Pennsylvania Railroad Company maintaining the road and paying the interest on the funded debt, and seven per cent. per annum on the stock. As the cost of the Harrisburg Railroad is some $95,000 greater than the amount represented by the existing number of shares, the Harrisburg Railroad Company is to be allowed to issue 1,900 shares of new stock, thus making the number of shares equal the cost of the work, and on this increased capital, the Pennsylvania Railroad Company will pay 7 per cent., which is equal to about seven and six-tenths per cent. per annum, on the present number of shares. The new stock to be issued is a fraction less than one to eleven. The profits since the last dividend in October are to be divided among Stockholders, and the dividend periods, hereafter, are to be in January and July instead of April and October. Attached to the contract was a resolution authorizing the Board of Directors to consummate the contract and the lease to the Pennsylvania Railroad Company. A motion was made that the resolution be adopted.

Mr. Baker spoke in advocacy of the contract. The advantages of the arrangement was mutual. If the Pennsylvania Railroad were to choose to get a charter and construct a road from Lancaster to Harrisburg, our line would not be worth the bonds. They have us in their power in a great measure, and the lease is, under the circumstances, the best that could be made for the Lancaster and Harrisburg Railroad Company. The stockholders are guaranteed the payment of 7 6-10 per cent. interest on their stock, and this is the best price the Pennsylvania Railroad Company will pay at any future time.

On ratifying the contract the vote stood, yeas 12,035, nays 550. Majority, 11,485. The whole number of shares of stock issued to date September 1, 1860, was 21,742, which, by the issue of 1,900 shares authorized by the new lease, will be increased to 23,642 shares. From this it will be seen that the contract was ratified by a majority of the whole number of shares issued and to be issued.

Connecticut River Railroad.

The income of this company from operations of their road, for the fiscal year ending 30th Nov.,

were	$297,096
And the operating expenses	143,637
Making the net earnings	$153,459
Add profits on investments	9,168
Add surplus Dec. 1, 1859	84,664
Total	$247,291
Against which there has been charged for interest on funded debt	$14,065
For 8 per cent. dividends on all the stock	137,288
For rent of Ashuelot road	30,000
	181,353
Leaving a cash balance of	$65,938

The funded debt of the company is $242,000. The preferred stock of the road and the lease of the Ashuelot road have both now expired—so that henceforth the company will pay with certainty, at least six per cent. to its stockholders.

Coal--Its Mechanical Powers.

It is stated by Prof. Rogers, that each acre of a coal seam in England, four feet in thickness, and yielding one yard net of pure fuel, is equivalent to about 5,000 tons, and possesses, therefore, a reserve of mechanical strength in its fuel equal to the life-labor of more than 1,600 men. Each square mile of one such single coal bed contains eight million tons of fuel, equivalent to one million of men laboring through twenty years of their ripe strength. Assuming, for calculation, that ten million tons out of the present annual products of the British coal mines—namely, sixty-five millions—are applied to the production of mechanical power, then England annually summons to her aid 3,300,000 fresh men, pledged to exert their fullest strength for twenty years. Her actual annual expenditure of power, then, is represented by 66,000,000 of able-bodied laborers.

Little Miami Railroad.

The annual meeting of the Stockholders of this Company was held in Cincinnati on the 25th ult. and the following gentlemen elected Directors for the ensuing year:

Nathaniel Wright, Henry Hanna, John Bacon, Larz Anderson, Alphonso Taft, Abraham Hivling, John H. Groesbeck, Charles H. Kilgour, Joseph C. Butler, James Hicks Jr., Joseph R. Swan, William H. Clement.

At a subsequent meeting of the Board, the following officers were re-elected:

Wm. H. Clement, President; D. G. A. Davenport, Auditor; Chas. H. Kilgour, Secretary; S. E. Wright, Treasurer; E. W. Woodward Superintendent.

The Illinois Central Railroad to be Extended into Wisconsin.

The Grant county, (Wis.) *Herald*, says that the Illinois Central Railroad is to be extended next summer from Dunleith to La Crosse, taking the routes of the Mineral Point and the Viroqua and Muscoda road. It says the iron and stock are ready on hand, and the work will be pushed forward rapidly.

Pacific Railroad Interest.

We are authorized to state that the interest on all bonds issued for the construction of the Southwest Branch of the Pacific Railroad, has been through the efforts of President George R. Taylor, and the Board of Directors, fully provided for.—*St. Louis Democrat.*

Dividends and Interest.

The New York, Providence and Boston (Stonington) Railroad Company have declared a semi-annual dividend of 2½ per cent., payable Jan. 3.

The Buffalo and State Line Railroad Company have declared a dividend of 5 per cent.

The Connecticut River Railroad Company have declared a dividend of 3 per cent., payable Feb. 1.

The Terre Haute and Richmond Railroad Company have declared a dividend of 5 per cent., payable on the 8th inst., at the Farmers' Loan and Trust Company.

The Paterson and Ramapo Railroad Company have declared a dividend of 3½ per cent.; and the Paterson and Hudson River Railroad Company a dividend of 4 per cent.; both payble at the office of the Rogers' Locomotive and Machine Works, 44 Exchange Place, on the 5th inst.

Messrs. Duncan Sherman & Co. pay the following coupons, due Jan. 1, 1861: Chicago City Municipal, Chicago City Water Loan, Buffalo City, Albany City, Leavenworth City, Hannibal and St. Joseph Railroad, Mobile and Ohio Railroad, Buffalo and State Line Railroad, Detroit and Pontiac Railroad, Atlantic and Great Western Railway, guarantied by the Bank of London; also principal and interest on New York State Loan, 5½ per cent. issued to the Auburn and Rochester Railroad; and interest on New York State 5 per cent. stock, issued to Tonawanda Railroad; New York State 6 per cent. stock, issued to the Schenectady and Troy Railroad.

Messrs. Winslow, Lanier & Co. pay the coupons due Jan. 1, on Indiana State Bank Bonds; City of Chillicothe, Ohio, issued to the Marietta and Cincinnati Railroad Company; Ross County, Ohio, issued to railroads, City of Marietta, Ohio; Town of Harmar, Ohio; Indiana Central Railroad Company; Washington County, Ohio, issued to Marietta and Cincinnati Railroad Company.

Messrs. Ketchum, Son & Co. pay the coupons of the Housatonic Railroad Bonds, due Jan. 1st.

The interest on the Bonds of the Long Island Railroad Company will be paid at the City Bank of Brooklyn.

The interest coupons on the debt of the City of Brooklyn, due 1st of January, and the principal of the loan of 1846, will be paid at the Long Island Bank on January 2nd.

The interest coupons, due Jan. 1, on the bonds of Belmont County, Muskingum County, and City of Zanesville, Ohio, will be paid at the Nassau Bank.

M. K. Jesup & Co. pay the interest coupons on the bonds of Green County, Ill., due 1st January. Also the interest, due 1st January, on the bonds of the Jolet and Chicago Road.

The interest on Fayette County, Ohio, Bonds to C. W. & Z. R. R., due 1st January, will be paid at Fayette County Bank, Washington, C. H., Ohio, in exchange on New York City.

The coupons, due 1st January, on $400,000 first mortgage bonds of the Sacramento Valley Railroad will be paid by Schuchardt & Gebhard.

The coupons of the Champaign County (Ohio) Bonds will be paid by Read Brothers & Co.

The coupons due January 1st, of the Pittsburg, Fort Wayne and Chicago Railroad Company, covered by the Haight mortgage, will be paid on presentation at the office of Gilead A. Smith, 207 Broadway

The January interest on the Coupon Bonds of the State of Virginia will be paid by the Bank of the State of New York. The January Coupons on the Public Debt of Tennessee by the Merchants' Bank. On the North Carolina and Georgia Debt, by the Bank of the Republic. On the Illinois Debt, by the American Exchange Bank. On the Missouri Debt, by the Bank of Commerce. The Bankers for the State of New York for the payment of principal and interest due 1st of January are the Manhattan Company.

The January interest on the Public Debt of the United States will be be paid at the Sub-Treasury in this City.

The Park Bank has declared a semi-annual dividend of 4 per cent. 10th. The Phoenix Bank 3½ per cent. 2d. The Commonwealth Bank 3½ per cent. 7th. The Continental Bank 3 per cent. The Mechanics and Traders Bank of Jersey City 4 per cent. The Farmers Loan and Trust Co., 4 per cent. The Hanover Bank 3½ per cent. 8th. The Manufacturers Bank of Brooklyn 5 per cent. The North River Bank 3½ per cent. 10th. The Bank of Commerce 3 per cent. 7th. The New York Exchange Bank 2 per cent. 7th. The Bank of Albany 3½ per cent. 2d. The Irving Bank 3 per cent. 7th.

The Commercial Fire Insurance Company has declared a semi-annual dividend of 8 per cent. payable on demand. The Citizens' Fire Insurance Company a dividend of 10 per cent. payable on demand. The Clinton Fire Insurance Company a semi-annual dividend of 7 per cent. payable on demand. The Mechanics' and Traders' Fire Insurance Company a semi-annual dividend of 10 per cent. payable on the 10th inst. The Hanover Fire Insurance Company, 6 per cent. payable on demand. The Mechanics' Fire Insurance Company of Brooklyn, a semi-annual dividend of 7 per cent. payable on demand. The Anchor Insurance Company 3½ per cent. payable 15th of January. The National Fire Insurance Company a dividend of 10 per cent. payable on the 9th instant.

Madras Railway.

The half yearly meeting of this Company was held in London the 16th of November. The report stated that during the past half-year the operations had been vigorously pursued on the several lines in course of construction. Several additional sections of the main or S. W. line had been opened, and the remainder brought near to completion. The works on the Bangalore line had gone actively forward. Considerable progress had been made on the Bellary or N. W. line, and its first section of 17 miles is now about to open for traffic. On the main line the section from Goriattum to Amboor 17 miles, was opened January 16th, to Variembody 10 miles more, on the 1st February, and to Tripatore 14 miles on the 23rd of May, making 137 miles open from Madras. The terminal buildings at Beypoor were sufficiently advanced to cause no delay in opening the line when ready. By the end of this year very little would remain to be done for the completion of the railway between Madras and Beypoor a distance of 400 miles from coast to coast of the Peninsula. The Bangalore branch 84 miles in length had been divided into four districts and the progress of the work had been beyond the expectation of the engineer. The board attached great importance to the completion of this line. The first 17 miles of the Bellary branch from Arconum to Naggery would be opened in the course of this month, giving a continous railway communication from Madras towards Cuddapa of nearly sixty miles, from which a considerable traffic is expected, The total number of passengers carried in the six months was 450,224, being nearly three times the number carried in the corresponding half of 1859. The receipts exceeded by 63½ per cent. those of the corresponding period of last year. The amount of goods traffic carried exceeded that of the corresponding half of 1859 by 62¾ per cent., and the receipts by 54¾ per cent. those of that period, the quantity carried being 34,461 tons against 21,168 tons, and the receipts £10,564 against £6,823. The gross traffic for the half-year ending the 30th June last amounted to £35,598 against £23,783 for the corresponding period, and the expenses to £17,551, or 49.30 per cent., against £9,208, or 38.71 per cent. The receipts for carriage of permanent way materials amounted to 11 per cent. of the gross receipts.

The CHAIRMAN explained the state of the works on different portions of the Company's lines. The progress had been satisfactory, and it was expected that the main line from Madras to Beypoor upwards of 400 miles in length would be opened in the course of next year, and to Salem 205 miles from Madras in January next, being half the way to Beypoor, and soon after from Salem to Coimbatore. The Bangalore branch, 84 miles in length, would be completed and opened as soon as possible, and from which they expected a considerable traffic. They had opened 41 miles of line in the course of the past half-year.

A short discussion ensued, in the course of which it was stated that the cost of the line already executed had been £7,000 a mile, exclusive of rolling stock, and they had no reason to suppose that that rate would be exceeded on the whole of the Company's lines. The fares and rates were merely experimental with a view to attract the traffic from the road to the railway. The first class were 1½d. per mile, the second ¾d. per mile, and the third ⅜d. per mile.—*Herapath.*

On the Comparative Tensile Strength, &c., of Steel and Wrought Iron.

A short time since we observed a remark in a contemporary Engineering Journal, stating that a "bar of Lowmoor iron bore 67,876 lbs., per sq. inch."

We do not dispute the truth of this statement, but only desire to put the matter in its correct position, by stating that it was a *forged* bar, not a *rolled* one, a very important difference by the way and one which makes it needful to correct the idea it might encourage, namely, that it was an ordinary rolled bar.

In examining the elaborate and carefully drawn up results of the valuable experiments on the strength of iron and steel, carried out for Messrs. Robert Napier and Sons, by Mr. David Kirkaldy, in our January number we, find in table B, giving the strength of iron bars, in which the bars experimented upon, were taken *promiscously* from engineer's or merchant's stores (*a very important consideration*) and not sent as samples by the makers; that a rolled, inch, round bar of Lowmoor iron, gave as the result of four experiments, a mean breaking weight of 61,798lbs. per square inch; that a rolled, inch, round bar of Bowling iron, gave as the result of four experiments, a mean of 62,404lbs. per square inch; and that a rolled, inch, round bar of Farnley iron, gave as the result of four experiments, a mean of 62,886lbs. per square inch.

The bar of Lowmoor iron from which the result given by our contemporary was taken, was forged from a "1¼ in. round bar," and was the *highest* result of the four experiments, the mean being for bars of that description 66,392lbs. and this forged style of Lowmoor bars was the only one tried, no other of any other makers being mentioned.

We see in these experiments, that the Farnley iron exhibited a considerable superiority in its strength, or resistance to a breaking strain, over both the Lowmoor and the Bowling, and this superiority becomes more manifest in the case of plates, as shown in table D of the same experi-

ments, where the plates also were taken *promiscously* from engineers' or merchants' stores, and the following extract of the three sorts of iron taken from that table, will show it in a plain and satisfactory manner.

A strip of Lowmoor iron .312 of an inch thick, or $\frac{5}{16}$, gave as a mean of five experiments, 52,000 lbs. as the longitudinal strength, and 50,515 as the mean of five experiments crossways of the grain, or an average strength of 51,257lbs.

Strips of Bowling iron, varying from.325 of an inch to .400, gave in five experiments, a mean of 52,235lbs., as the strength lengthways, and in five experiments, a mean of 46,441 crossways, or an average strength of 49,338lbs.

A strip of Farnley iron, .375 of an inch thick, gave as the mean of four experiments, an average of 56,005lbs., longitudinal strength, and in four experiments crossways of the grain, a mean of 46,221lbs. or an average strength of 51,113lbs.

Strips of the same iron, varying from .230 to .259 of an inch thick, gave as a mean of three experiments longitudinally, an average of 58,478lbs. and in six experiments crossways, an average of 54,098, or an average total strength of 56,292lbs.

The respective strengths or values of these irons stand thus: for bars, Farnley, 62,886—Bowling, 62,404—Lowmoor, 61,798. For plates, Farnley, 56,292 and 51,113—Lowmoor, 51,257—Bowling, 49,338.

We find that Farnley plates are now in great repute for locomotive and other high-pressure boilers, also for the furnaces and parts directly exposed to the heat of the fire in other boilers, and from the results of Mr. Kirkaldy's experiments, there can be little doubt of their superiority in strength and fitness for this purpose.—*London Artizan.*

Pittsburg and Connellsville Railroad.

The report of the Baltimore and Ohio, which we have recently received in pamphlet form, contains a letter from Benj. H. Latrobe, Esq., President of the Pittsburg and Connellsville Railroad Company, which gives a complete statement of the condition of that road, and from which we make the following extract:

As the annual reports of this Company have informed you, there were 48 miles of the road opened in January, 1857, extending from Connellsville to Turtle Creek, where a junction was then made with the Pennsylvania Central Railroad, 12 miles from Pittsburg. This is still the entire extent of road in use, the gross revenue from which was, for the years ending November 1st, 1857-8-9, $45,586, $48,887, and $57,838, respectively. For the present year now just expiring, it will be about $80,000. The increase of income, you will thus perceive, is encouraging, and has accelerated from year to year, as the improving influence of the road, upon the country intersected by it, is more and more felt. It would, however, have been much larger, but for the check upon its expansion by the depressed state of trade since the crisis of 1857, and from which the country is but now beginning, decidedly, to recover. Another serious restriction upon the development of the business of the road, has been experienced in the want of an independent line into Pittsburg. Although the joint operations of the two roads have been carried on under an arrangement fair to both parties, and free from official embarrassments, yet for several reasons, the connection has operated greatly to the disadvantage of the Pittsburg and Connellsville Railroad. It being impossible, as you are well aware, in the state of feeling among capitalists toward railroad securities during the last three or four years, to command the means to carry the road through to Cumberland, the company have confined their efforts to its extension into Pittsburg, which is now on the eve of being effected, and by which two and a-half miles of distance will be saved, the high grades of the corresponding part of the Pennsylvania Railroad avoided, detention from missing train connections obviated, and a great and rapid expansion of the business and revenue of the Pittsburg and Connellsville Railroad realized. The means of constructing this 10½ miles of new road, have been obtained by the disposal of the company's first mortgage bonds, specifically secured upon this part of the road, and issued in conformity with an ordinance of the city of Baltimore, waiving her prior lien thereon. When this work is completed, which is expected during the coming winter, (as the whole road is now nearly ready for the rails, for the supply of which, favorable terms have been made,) the length of road in use will be 58½ miles, from Pittsburg to Connellsville—to which may be added a branch of 15½ miles to Uniontown, built under another charter, by the citizens of that borough and its vicinity, making 71 miles in all, and commanding the trade and travel of one of the most fertile and improving parts of Western Pennsylvania. As a local road terminating in Pittsburg, it would in time, no doubt, pay a fair net return upon its cost; but this prospect is principally encouraging, in view of its bearing upon the ability of the company to procure the means of extending their line Eastward from Connellsville to Cumberland. The distance is 91 miles, or, if connection be made with the Mount Savage Railroad, 4 mile west of Cumberland—87 miles. Upon this part of the route, which embraces the whole mountain region, there has been no work done except the careful location of the road, and the expenditure of about $200,000 at the Summit Tunnel, 33 miles from Cumberland. This Tunnel and its approaches are the only really heavy works upon the whole line; and all the difficulties are here already overcome, as the Tunnel heading, 4,650 feet long in all, was within 250 feet of completion when the work had to be suspended in October, 1857. There are but two other short tunnels, making, on the whole line of 149 miles, only three in all, showing significantly the easy character of this route, across the the Alleghanies, and which is equally distinguishable by the superiority of its grades and curvatures.

As the Company expect to finish their road into Pittsburg this winter, and thus to add an important and profitable link to their chain, from which an immediate increase of their revenue and resources will arise, so their views are to take active steps next Spring or Summer, to invite, by loan, the capital with which to complete the remainder of their line to Cumberland. This they hope to do by an issue of first mortgage bonds, the city of Baltimore having given the company the right to make a lien upon the road prior to her existing mortgage,—the Commissioners of Finance to be first satisfied that the loan, if so effected, will finish the entire road. A successful appeal to capitalists may, it is hoped, be then made, sustained by the various interests concerned, including the local ones along the route, which are extremely anxious for the prosecution of the work, upon which the development of the vast mineral and agricultural wealth of the region traversed depends, and the inflow of which, into Baltimore, over the Baltimore and Ohio Railroad, will be greatly beneficial to that road and city. The Pittsburg and Connellsville Railroad, in its present position, would *appear* to lead the trade of the Pennsylvania counties west of the mountains,—and formerly coming to Baltimore over the National Turnpike—away from Baltimore, first to Pittsburg, and ultimately to Philadelphia. This prevailing impression is not well founded, as the Pittsburg and Connellsville Road, as a local road, simply carries the trade of the counties to the Pennsylvania Railroad, whence it can more cheaply reach Baltimore over that road and the Northern Central, than across the mountains over the National Turnpike. Even, however, if the public impressions should be right upon this point, there is all the more occasion to put an end to that state of things by the completion of the Pittsburg and Conellsville Railroad to Cumberland, by which the old course of trade will be re-established, and Baltimore be once more in the enjoyment of the commerce of that rich region. By the opening of the road from Pittsburg to Cumberland also, a full share of the immense local and through trade and travel of that great commercial and manufacturing centre will be brought to Baltimore, and over a better line, and one under her own control, instead of that of a rival. It is only necessary to compare the trade between Pittsburg and Baltimore, as shown by the Report of the Pennsylvania Railroad Company, to be satisfied that, by the present route via Harrisburg, Baltimore does not get her due share. The results of the opening of this new and direct route, free from the restrictions and embarrassments of the existing one, will clearly show why Baltimore has always set so high a value upon a direct connection with Pittsburg, as to have made the latter, in the estimation of many of her citizens, the preferable western terminus of her own road, which will at least be certainly better able to compete with her Northern rivals, when she has this arm added to the two by which she strikes the Ohio lower down.

Baltimore and her road have the partialities of every class in Pittsburg enlisted in their favor; and this, in all probability, permanently, as the system of discrimination against Pittsburg, which has made the Pennsylvania Railroad so unpopular there, seems to be the necessary result of her competition with the New York and Virginia routes to the West for the trade of Ohio and the States beyond, and to which system the Pittsburg and Connellsville Railroad will have no occasion to resort. I need not, however, argue the importance of the line from Cumberland to Pittsburg to one so familiar with all its recommendations as yourself. With proper encouragement from its friends, the Pittsburg and Connellsville Railroad Company will be enabled to accomplish this work within a reasonable time. There is a stock basis, which, together with the release of the prior lien of Baltimore, will make upwards of $2,500,000, and should be sufficient to support a loan large enough to finish the 91 miles of road remaining to be built, and which will not exceed $3,500,000, including an ample equipment. The Company's finances are in an improved and improving condition, as will be seen by this, that in 1856 their floating debt was $788,863, in 1857 $513,403, in 1858, $211,729, in 1859 $175,550, which last amount will show a reduction this year of upwards of $100,000, the remainder being covered by collateral securities sufficient to extinguish it probably within the year. The only creditors then left will be the City of Pittsburg and the county of Alleghany for arrears of interest on their stock, and the city of Baltimore for its loan and back interest, the latter debt being protected by a mortgage, which places the control of the work in the hands of Baltimore,—a power which that City has thus far used with a wise leniency, as her true interests require that she should leave the Company free to complete the road, if that can be effected in the manner above indicated and contemplated by her own Ordinance of 1856, in which she waives her priority of lien with a view to the accomplishment of that object.

The Public Works of Virginia.

The latter part of last week there was a a Convention of Contractors on the Covington and Ohio Railroad in this city, to consider the question of whether they would go on with their contracts under the present low price of State stock or not. The subject was considered most earnestly, Mr. Fisk, the accomplished Engineer of the road, being present to aid the meeting in its deliberations. It was finally determined that, without some aid from the board of Public Works or the Legislature, the work must be suspended. Application it was determined, should at once be made to the Board, and if unsuccessful, to the Legislature when it meets. It is to be hoped that measures will be taken to prevent the stoppage of the work. The sufferings of the laborers will be most severe should they be thrown out of employment, and the road, left in its present state, would be liable to damage that would cause severe loss to the State.—*Richmond Dispatch, Dec. 24.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	....	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	904,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	130
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	48.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	.....	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,690	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	16.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	609,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	67
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,790,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	56
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	71
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	78
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	86,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	65.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	....	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	123,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	96
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	55
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,098	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	15
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	106½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	103½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	69½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,455	267,450	6	96
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	10	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	108
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	13
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,628	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	64
1 Mar. '59	246.0	293.0	.....	—	91	135	978	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	16
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnerota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Soutnern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	338	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
30 Aug. '59	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	3,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	—	—	—	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	52½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	*	—	863,400	33,300	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	60	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	—	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	—	—	96.2	.....	2,378,392	1,189,399	12	117½
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	—	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,872	10	106
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	124
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952			404,950		31,135	436,085						
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,071	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,900	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	40
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,196	147,084	—	9½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	79
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,605	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	40
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	16
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	....
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	....
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	....
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	....
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	100,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	....
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	75
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	96½
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	118
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	35
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	....	—	....	....	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	....
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	....
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	....
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	79
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	....
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,608,357	205.9	.....	577,958	211,894	—	....
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	600,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	10
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	....
31 Dec. '59	110.8	2.3	36.0	—	....	....	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	75
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	....
30 Sep. '59	18.6	—	4.0	—	....	....	....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	....
31 Aug. '60	36.9	18.6	21.9	—	....	....	....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	163,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	....
31 Aug. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	25
30 Sep. '59	45.7	—	—	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	86
30 Nov. '59	28.0	5.0	13.5	—	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	....	....	....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	74
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	....	83
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	125
31 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	76,962	5,600,000	2,498,435	870,078	8,468,513	—	11 mos.	1,036,168	427 [illegible]		56

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	90.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	.....	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,051	1,965,988	674,655	—	4
30 Sep. '59	31.0	.....	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	143.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1g9,869	148.0	.....	.....	.....	.....	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	20.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	.....	.....	.....	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	492,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,292,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	.....	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,120	554,205	292,988	4	30
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,88o	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	76½
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	.....	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	.....	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	5,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,418	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	.....	.....	.....	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
.. .. '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	9½
.. .. '57	50.0	—	.....	86.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	.....	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	.....	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	.....	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.8	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	.....	.....	.....	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	18,000,000	48.7	.....	1,925,444	1,860,160	18	118

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.;" Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60–'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	77
" "	700,000	6	1880	80
" "	1,128,500	6	1875	79⅝
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	93
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	39
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	82½
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,200,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	67
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
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Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	45
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98⅝
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	58
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	105
2d Mortgage	1,980,000	7	1860	96½
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1877	78
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	94
Construction	4,115,000	6	1875	94
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	76
2d Mortgage	400,000	7	------	84
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		15
2d Land Grant (Western Div.)	353,600	†		15
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	82½
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	872,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59-'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		92
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	68
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	70½
2d Mortgage	2,175,000	†	1877	50
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	364,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	8,000,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	98½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	101½
2d Mortgage	4,000,000	7	1859	94
3d Mortgage (convertible)	6,000,000	7	1871	86
4th Mortgage (convertible)	3,729,000	7	1880	68
5th Mortgage	1,277,000	7	1883	77
Unsecured (convertible)	2,618,000	7	1871	66
Unsecured (convertible)	2,443,000	7	1862	66
Sinking Fund	2,193,000	7	1875	66
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	94
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'a	
Free Land				
Peoria and Oquawka:				
		†		
		*		
Pern and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and L.)	1,000,000		1872	
2d Mortgage (O. and L.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,800		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----------	---	------	----
----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	898,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Jan. 2, 1860.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2.
FEDERAL STOCKS:—						
U. S. 5s, 1874	95	----	----	----	----	93
U. S. 5s, 1865	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	86	86	----	----	----	86
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	69	69	68	69½	----	71
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	78½	----	----	----	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	77½	----	74	----	----	----
Virginia 6s	77	77	78	----	----	76
RAILROAD SHARES:—						
Chicago, Burl. and Q.	64	63¾	----	65	----	67
Chicago and Rock Isl.	50½	51	50	51	----	56
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	9	----	----	----	----	----
Clev. and Toledo	28	28½	29	31	----	35
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	65	65½	65½	65½	----	71
Hudson River	43	45½	43½	45	----	48
Illinois Central (scrip)	68	69½	69	75	----	78
Indianapolis and Cinc.	----	----	35	----	----	----
Michigan Central	48	48	49	49	----	54
M. S. and N. I. guar'd	31	32	32	33	----	38
M. S. and N. I.	14	13½	13½	14	----	16
Milwaukee and Miss.	9	----	9½	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	75½	75	75	76	----	79
New York and Erie	35	36	37½	38½	----	40½
N. York and Harlem	14	14	14	14½	----	16
N. Y. and H. "pref."	34½	34	35	34	----	38½
Panama	113	112	----	----	----	113
Phila. and Reading	35½	36	35½	36¾	----	38
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	39	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	75	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	90	----	----	----	----	90
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2 M. 8 p.c. '75	----	----	90	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	83	----	----	----	----	83
Illinois Centr. 7 p.c. '75	90	----	91	----	----	94
" " 6 p.c. '75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	35	----	----	35	----	----
Mich. Cen. S. F. 8 p.c. '82	94	----	----	94½	----	95
" conv. 8 p.c. '69	90	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	80
" " 2d M.	50	----	----	----	----	----
" " S. F.	70½	----	70½	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	92	----	----	92	----	----
" 1 M. 7 p.c. '64	----	----	----	98½	----	----
N. Y. & E. 1 M. 7 p c. '67	----	----	100	----	----	101½
" 2 M. 7 p.c. '59	95	----	----	----	----	----
" 3 M. 7 p.c. '71	85	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	80	----	----
" 5 M. 7 p.c. '83	----	----	----	77	----	----
" conv. 7 p.c. '62	----	----	----	65	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	62	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	94	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	92	----	----	----	----	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	----	----	95	----	----	----
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	84	83½	----	----	----	85
Cumberland Coal Co.	----	----	8	----	----	----
Penn'a Coal Co.	76	76	----	----	----	78
Pacific Mail S. S. Co.	83	84	84	85	----	89
Canton	14½	14	14	----	----	----
Brooklyn Water W's	----	102	----	----	----	----

The following are the closing prices in the London Market on the 22d December:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	72	to	74
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	89	to	91
Do. do. 1st mortgage (sinking fund), 1883	86	to	91
Do. $100 shares	52	to	57
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	77	to	78
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	89	to	90
Do. 3d do. 1883, assented	80	to	81
Do. Bonds, 1862, '71, '75 do.	63	to	65
Do. Shares, assented	34	to	35
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	89	to	91
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, January 5, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Railway and Financial Review of 1860.

The most eventful year in our history as a nation has just closed. It has been marked alike by the most extraordinary commercial as well as political movements. It was a year of abundant crops succeeding to several deficient ones. At its commencement the disasters of 1857 had well nigh been forgotten, and its losses mainly restored by the accumulating wealth of the country. The increasing abundance of money, and the prospect of plentiful harvests again turned attention to railroad securities, which under large present and prospective increase of traffic grew rapidly into favor. An extraordinary advance followed, carrying up the market value of many securities several hundred per cent. The advance in Erie shares which, during the year, went from 5 to over 40 per cent. may be taken as a good illustration of the general improvement of the market. For a long time the utmost confidence prevailed based upon the material interests of the country, which were never in a more promising condition. The general election followed, and developed the extraordinary and unexpected fact that one of the States, at least, was determined to make it the occasion to withdraw from the Union. The apprehension and alarm created was excessive, completely paralyzing all the operations of society. In a few weeks the greater part of the improvement in the share market was lost, and, in many cases, prices went to the lowest point reached in 1857. The gulf of anarchy and disunion, which yawned before us, threatened for a time to swallow up all the material interests of the country. Civil war appeared inevitable. Universal terror

seized the public mind, as imbecility and treachery seemed to forbid all hope of relief from any quarter.

But the year did not come quite to a close without some token of returning confidence and order. The first few days of the NEW YEAR mark an extraordinary improvement. The period of terror, because the future was a blank has passed. South Carolina has taken the overt step, and, at the same time, our own Government appears to have broken its compact which bound it a long time to the secessionists, and is asserting freedom of action and its own dignity. The changes made in the cabinet are all in favor of maintaining order and efficient action. The matter of secession is, at last, taken vigorously in hand, and a path entered upon, which must bring matters to an issue—we trust and believe a pacific one. At any rate, we are now on the right road to a speedy solution of our difficulties. If we are to have dissolution the sooner it comes the better. If not, we cannot allow the threat of it longer to to destroy the peace and disturb the material interests of the country. Enough has already been suffered. The seceding States have taken their first lesson and have, undoubtedly, proved to their own satisfaction that secession and anarchy is not the high road to wealth and prosperity. We doubt whether in the whole period of their existence they have suffered so much distress in so short a time. When they go far enough to see that secession is utter ruin, they will begin to pause. That in their opinion it is equal ruin to the Northern States, will not alleviate their condition, nor make it any more tolerable.

In the department of railroads fair progress has been made in the construction of these works. The whole number of miles in operation in the United States, at the close of the year, was 31,168—showing an increased mileage during the year of 1,778 miles. This increase is, of course, chiefly in the Western and Southwestern States. The total length of line on which more or less work has been done, is 17,080 miles. A part of the mileage put down in progress must be regarded as only projected. Still, with an absence of political agitation, there can be no doubt that rapid progress will be made till the total mileage in the United States reaches 50,000. Railroads are certain to be constructed till every section of the conntry is well supplied with them.

The total cost of our railroads up to the present time, has been $1,177,993,818, being an increase of $9,073,000 over 1859. The increased investment would have been considerably larger but for the reduced capital of many of the companies consequent upon a reorganization of their affairs.

We cannot give with the same accuracy the earnings of the roads. The aggregate has been about $140,000,000, or 12 per cent. on their cost. The net earnings have been about $60,000,000, or 5 per cent. on their cost. Only a comparatively small portion of this amount has been realized in dividends. The accruing interest on the debts of the companies absorbing, probably, one-half of this aamount. A considerable portion of the balance has been used by them upon their roads, and in the discharge of floating liabilities.

In the traffic of the roads, there has been a very large gain over 1859, equal in many cases to 50 per cent. The year was one of extraordinary abundance. Throughout all the Northern and Northwestern States, and our roads were getting up to the earnings of their best days. Political agitations are the only things that stand in the way of a very large traffic the coming year.

Progress of Railroads in the United States, for 10 years.

In the decade just closed, there have been constructed in the United States 22,323 miles of railroad—the number of miles in operation, January 1st, 1851, being 8,856, and on the 1st of January, 1861, 31,168. The average number of miles annually constructed has been about 2,200—the total amount expended on our roads within the ten years has been very nearly $1,000,000,000, or $100,000,000 annually. These sums will give a good idea of the material progress of the country within the period named.

TABLE *showing the increase of railroads from 1st January*, 1851 *to 1st January*, 1861.

States.	Miles. in 1851.	Miles. in 1861.	Incr'se in 10 y'rs.
Maine	224	476	252
New Hampshire	314	658	344
Vermont	302	555	253
Massachusetts	1,150	1,314	164
Rhode Island	50	104	54
Connecticut	549	608	59
New England	2,589	3,715	1,126
New York	1,304	2,809	1,505
New Jersey	267	627	360
Pennsylvania	1,133	2,943	1,810
Delaware	16	137	121
Maryland	324	406	82
Middle Atlantic St.	3,044	6,922	3,878
Virginia	413	1,805	1,392
North Carolina	249	887	638
South Carolina	263	978	715
Georgia	665	1,402	737
Florida	54	326	272
South Atlantic St.	1,644	5,398	3,754
Alabama	113	643	530
Mississippi	60	798	738
Louisiana	117	328	211
Texas	....	294	294
Gulf States	290	2,063	1,773
Arkansas	....	38	38
Missouri	....	813	813
Tennessee	....	1,284	1,284
Kentucky	55	531	476
South Interior States	55	2,666	2,611
Ohio	497	3,057	2,560
Michigan	374	807	433
Indiana	215	2,058	1,843
Illinois	148	2,925	2,777
Wisconsin	....	937	937
Iowa	....	549	549
North Interior States	1,235	10,333	9,098
California	....	70	70
Total States	8,856	31,168	22,312

Nashville and Chattanooga Railroad.

At a meeting of the stockholders of this Company at Murfreesboro', on the 12th ult., the old Board of Directors was re-elected, except Alfred Miller, and J. M. Murrell, who declined a re-election, and in whose stead Col. E. A. Keeble, of Murfreesboro', and N. E. Alloway, Esq., of Nashville, were chosen. The former officers were re-elected.

Journal of Railroad Law.

TITLE TO LAND BY ADVERSE PROFESSION FOR TWENTY-ONE YEARS: SUBSEQUENT NEGLECT TO KEEP POSSESSION DOES NOT DEFEAT THE TITLE EVEN AS AGAINST BONA FIDE PURCHASERS.

The President and Directors of the Williams Valley Railroad Company brought an action of ejectment against one John Schall and Andrew Jones, for a tract of 144 acres of land in Lower Mahantongo township, Schuylkill County. The land was granted by the Commonwealth to one John Lesher, by warrant dated November 3, 1784, for 170 acres, including an improvement on the Broad Top Mountain, and upon this warrant a survey was made of 144 acres on the 5th of May, 1785. The plaintiffs claimed title to the land, and in support of their claim exhibited an unbroken chain of written conveyances from this John Lesher to themselves.

The defendants did not show any title from the Commonwealth, nor any conveyance of title acquired by the Lesher warrant; but claimed title under the statute of limitations by virtue of actual profession, by residence and clearing, and cultivation of the land, for a period of twenty-one years by themselves and those under whom they claimed. They also exhibited a deed dated Aug. 3, 1801, from one John Myer to Christian Bartche for 400 acres, surveyed to John Witman on warrant dated July 1793. This Witman tract lay near to the Lesher survey, and although there was no evidence of the purchase of the Lesher tract by Bartche, yet the evidence tended to show that he claimed it some way, either by color of title or as an intruder. He put his parents upon this tract to live, and when his property was afterwards sold by the Sheriff to William Green, and conveyed by deed it was described as 700 acres. Green sold to one Joseph Keffer, in whose hands the property was levied upon for Keffer's default in payment of taxes, and surveyed by the Sheriff in which it is described as 200 acres more or less, to one John Hammer. Hammer conveyed it to the County Commissioners, and the Commissioners conveyed it to the defendants.

The defendants showed a possession which was commenced in 1805 and continued down to about 1833, when they deserted the premises and one George Danbert entered as an intruder. The plaintiffs contended that even if the defendants title was perfected by possession up till 1833, the possession was then abandoned, and the plaintiffs being *bona fide* purchasers without notice, they could not be affected by the defendant's title under the statute.

At the trial the Court submitted the question as to which party's negligence had most contributed to the difficulty, making the case turn upon the question of negligence. The jury returned a verdict for the plaintiffs, from which the defendant appealed, and moved for a new trial. The motion was overruled by the Common Pleas, and the defendant again appealed to the Supreme Court. The following is the opinion of the Appellate Court.

WOODWARD J. All the material facts of this case lie within a narrow compass. The plaintiffs showed a perfect paper title to the land in controversy from John Lesher, the original warrantee of the Commonwealth. Deriving their title through Schwartz and Snaverly, they showed that when the latter purchased there was no inconsist-

ent title to record, and no possession to give notice of an adverse right. Daubert who was on the ground at the time was a mere intruder and claimed under neither title that is in question here. The plaintiffs claimed, therefore, to be *bona fide* purchasers, without notice of the title of the defendant.

The defendants claimed under the statute of limitations. They showed a possession commenced in 1805, and continued down to about 1833, when the tenants of the then owners deserted the premises, and George Daubert entered as an intruder. This title, transferred several times, and twice by public sales, was duly vested in the defendants. As the case is prosecuted on the record, we are obliged to consider every fact necessary to complete a title under the statute, so proved that the jury would have found it had it been submitted. In other words we assume that the plaintiffs have a perfect paper title, and the defendants a perfect title under the statute of limitations—but that when Snaverly bought the title under which the plaintiffs claim, the defendants had lost the possession, though the statutary period of twenty-one years had run out in favor of their right long before.

The learned judge declined to affirm the main position assumed by the defendants, that a title once perfected by twenty-one years possession, cannot be lost by neglecting to keep up the possession after that period, and that nothing short of twenty-one years adverse possession will bar it.

An unrecorded paper title does not effect a purchaser without actual notice, and the learned judge pronounced a title by the statute of limitations, if unaccompanied by a continued possession as no morn than an unrecorded paper title. If this be sound doctrine, then the claimant under the statute, however he may have perfected his right, must keep his flag flying forever, and the statute ceases to be a statute of limitations.

The first observation we have to make on this ruling is that titles matured under the statute of limitations are not within the recording acts. However expedient it might be to require some public record of such titles to be kept, and however inconvenient it may be to purchasers to ascertain what titles of that sort are outstanding, still we have not as yet any legislation on the subject, and it is not competent for a judicial decision to force upon them consequences drawn from the recording acts. Those acts relate exclusively to written titles. Possessory titles have always been favorites of Pennsylvania Legislation, and it would ill become the judiciary to clog them with conditions and disabilities which the law making power has not prescribed, nor even suggested. * *

If the operation of the statute be such as the cases teach—if it takes away the title of the real owner and transfers it, not in form indeed, but in legal effect to the adverse occupier, is it not manifest that when Snaverly bought the recorded title of Schwartz, in 1837, he bought a title which, by operation of law was fairly vested in these defendants? Whatever merit that title possessed, by reason of being on record, must be regarded as belonging to the defendants. In a word, whatever title was outstanding from the Commonwealth to this land, they had acquired, and had acquired it too, under a statute which gave them no facilities, and laid upon them no obligation to make a record of it. This view of the effect of the statute verifies Judge Huston's words in Leeds *vs.* Bender, that "it gives as perfect a title, if not a more perfect title, than any known to the law." That experienced Judge told us in the same case, that he had attended to the operation of the statute almost half a century, and that he did not know any more beneficial, and in its general operation, more just law.

But when Snaverly bought, he had no notice that the title he was purchasing had been transferred to the defendants, and it is argued that secret titles and liens are to discouraged. Undoubtedly, yet how can the title of the defendants be regarded as secret? It had come down through two public sales that were on record, and it was proclaimed by whatever marks on the ground a possession of nearly 30 years had left there. There were besides the traditions of the neighborhood, anciently the only legal evidence of the transfers of land to guide a diligent enquirer to the truth. If these were incufficient circumstances to effect a purchaser with notice, then it must be remembered that a title under the statute cannot be spread upon the registry of deeds. The law has created the title but has provided no way of recording it, shall the law for that reason destroy it? This would be to charge the law with folly.

We think the court erred in submitting the case to the jury as a question of negligence, and that they should have affirmed the defendants proposition, that a title perfected under the statute of limitations is not lost by neglecting to keep up the possession. The judgment is reversed, and a new trial is ordered.

Debt of California.

The last California mail brought the following notice in regard to the unprovided claims in the State of California.

STATE OF CALIFORNIA—EXECUTIVE DEPARTMENT.

Notice is hereby given that the general election held on the 6th day of November, A. D., 1860, an act entitled "An act to provide for paying certain equitable claims against the State of California, and to contract a Funded Debt for that purpose," approved April 30, 1860, was submitted to the qualified voters of the State for their ratification or rejection, by having the words "Pay the debt" or "Repudiate the debt" printed on the ballots. And it is certified to me by the Secretary of State that a majority of all the ballots cast at such election was in favor of "Pay the debt."

Now, therefore, by virtue of the authority vested in me by said Act, I do hereby make proclamation of the same to all to whom it may concern; and that the following specified claims are entitled to be received and funded under the provisions of the act aforesaid, to wit:

First—Civil bonds of the State issued under the Funding Acts passed in the years one thousand eight hundred and fifty-one, one thousand eight hundred and fifty-two, one thousand eight hundred and fifty-three, one thousand eight hundred and fifty-five, and one thousand eight hundred and fifty-six, which are now outstanding, with interest due on the same, when presented, as appears by the coupons.

Second—Controller's warrants, drawn under sanction of the law, for civil expenses, prior to January first, A. D. one thousand eight hundred and fifty-seven, and now outstanding and unpaid. But the provisions of this Act shall not authorize the funding of any of these warrants the registration and indorsement of which were canceled by the provisions of "An Act to cancel the registration and indorsement of certain warrants, and prohibiting a payment of the same," approved January thirteenth, A. D. one thousand eight hundred and fifty-six, or warrants which have been specially adjudged illegal by any court; and all said warrants specified in the last mentioned Act, are hereby expressly excluded from all benefits and provisions of this act.

Third—Just or legal claims against the State accrued prior to Jan. 1, 1857, and which has been or may be allowed and audited by act of the Legislature.

In testimony whereof, I have hereunto
L. S. set my hand and caused the great seal of State to be affixed, at Sacramento, this fifth day of December, 1860.

JOHN D. DOWNEY, Governor.

Attest: JOHNSON PRICE, Secretary of State.

The Pacific Railroad.

The last rail between Smithton and Sedalia on the Pacific Railroad has been laid, and the road will, in a few days, be opened to the latter point—a distance of 190 miles from St. Louis.

DUBUQUE & SIOUX CITY R. R. CO.
ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861.

4t2 JAMES M. M'KINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

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The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

DON PEDRO II. RAILWAY.

RIO DE JANEIRO, BRAZIL, September 18th, 1860.

PROPOSALS are invited for the Graduation, Masonry, and other items of Construction of 11¼ miles of this work, extending from the western end of the Great Tunnel of the Serra du Mar down the valleys of the Sacra Familia and Pirahy Rivers to the banks of the River Parahyta.

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At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11¼ miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

All payments will be made monthly in cash, a percentage being retained as security for the faithful fulfilment of the contract. This, however, may be dispensed with, in case a deposit is made in money, stocks or bonds approved of by the Directory; in the latter case, the depositor will be entitled to the accruing interest upon said security.

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WASHINGTON ARSENAL, December 10th, 1857.

COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
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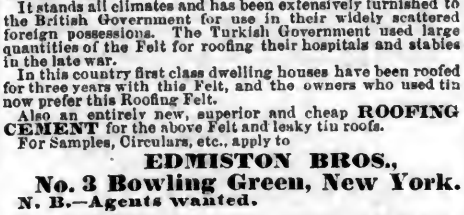
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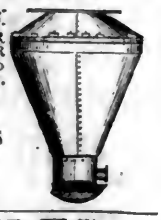
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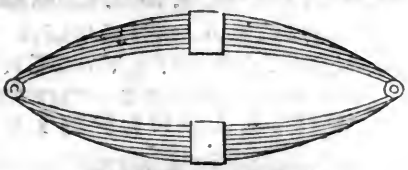
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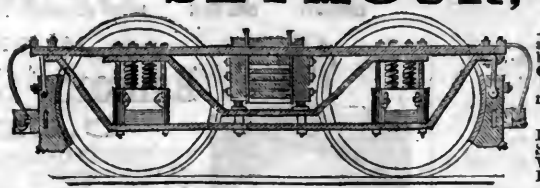
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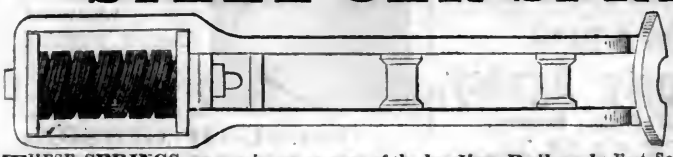
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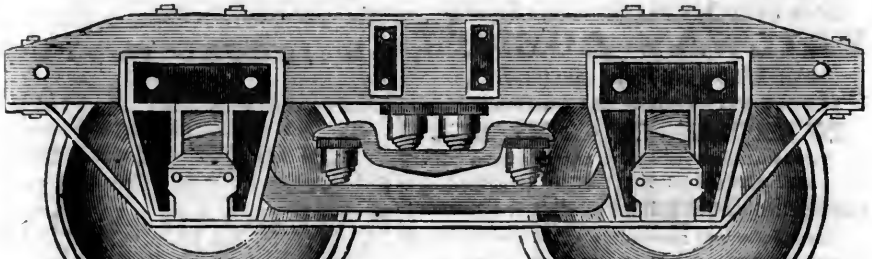
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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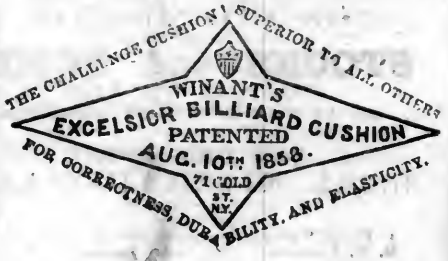
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 12, 1861.

Boston and Lowell Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 2d inst. The report of the directors for the fiscal year ending September 30, 1860 was read. From this we learn that the receipts were:

From passengers		$210,026 84
" freight		320,539 57
" mails and express		13,130 37
" rents		1,185 43
		$544,882 21

And the expenses have been:

Repairs of road	$70,767 54	
" engines	23,605 76	
" cars	24,439 00	
" bridges	16,463 28	
" depots, etc.	19,691 44	
Merchandise expenses	33,712 82	
Wages	48,819 30	
Taxes, insurances, etc	11,778 60	
Fuel	35,305 06	
Rents to other roads	39,316 20	
Miscellaneous	35,367 81	
		360,266 81
Net earnings		$184,615 40
Balance interest account		25,847 02
Net income		$158,768 38

The obligations of the Corporation to the holders of its Bonds, which will be payable in 1873, have been performed by the deposits of $18,300 with the Trustee of the sinking fund, in accordance with the terms of the contract with them.

The present amount of that fund is $89,550 41; to which will be added on the 31st December, a semi-annual deposit of $9,150 and one year's accumulation of deposits.

The balance to credit of profit and loss 30th September, 1859, was		$354,239 00
The net receipts from the traffic of the year, have been		184,280 09
The net receipts from other sources, have been		1,185 43
		$539,704 52
During the year that account has been charged with am't of two dividends	$137,259 00	
Balance of interest acc't.	25,847 02	
Settlement with Concord and Montreal R. R. Co.	850 12	
		$163,947 14
Leaving present balance to that acc't.		$375,757 38
From which is to be deducted the amount of dividend payable on the first day of January, 1861		73,200 00
Surplus		$302,557 38

The whole debt of the Corporation on the 30th September, 1860, was as follows:

Bonds maturing in 1873	$440,000 00
Unclaimed dividends, &c., &c.	3,863 50
	$443,863 50

The whole cost of the construction and equipment of Railroad has been $2,428,592 79

Viz: Road	$ 925,702 38
Rail iron	266,308 46
Woburn Branch	39,365 50
Depots	1,004,578 20
Engines and cars	192,638 25
	$2,428,592 79

Since the last annual report, the directors have ordered two dividends of four per cent. each, one of which was paid in July last: the other of which will be payable on January 1, 1861.

The condition of the Corporation is as follows:

ASSETS.

Cost of road, depots and equipment	$2,428,592 79
Trustee of sinking fund	89,550 41
Notes receivable	3,688 87
Fuel, materials, &c.	82,194 85
Cash	52,814 37
	$2,656,821 29

LIABILITIES.

Capital stock		$1,830,000 00
Debt—bonds	$440,000 00	
Dividends, &c.	3,863 50	443,863 50
Reserve, viz: Balance profit and loss		$375,757 38
Balance accumulation sinking fund		7,200 41
		$2,656,821 29

President—F. B. CROWNINSHIELD.

Directors—F. B. Crowninshield, George Lyman, J. C. Abbott, Isaac Hinckley, Wm. Minot. Jr.

Treasurer—J. THOMAS STEVENSON.

Manager—GEO. STARK.

Superintendent—J. B. WINSLOW.

Grain Trade of Chicago.

From the elaborate annual review of the *Chicago Press*, we take the following, showing the imports and exports of Grain at that port during the last four years:

The total receipts of Flour and Grain during the past year, as will be seen from the tables which follow, amount to 36,504,772 bushels. The Grain alone foots up 33,004,742 bushels, which is more than double the receipts of 1859, and ten millions more that was ever received in this city in any previous year of our history.

The shipments during the past year amount in bushels to 31,459,697 bushels, of which 27,599,002 bushels were of Grain alone.

The following tables show the items separately, as compared with the figures of former years:

TOTAL RECEIPTS OF FLOUR AND GRAIN FOR FOUR YEARS.

	1857.	1858.
Wheat, bush	10,554,761	9,761,326
Corn, bush.	7,409,130	8,260,033
Oats, bush.	1,707,245	2,295,322
Rye, bush.	87,911	70,031
Barley, bush.	127,689	411,421
Total	19,886 536	20,798,233
Flour into wheat	1,969,679	2,624,757
Total	21,856,206	23,422,708
	1859.	1860.
Wheat, bush.	8,184,746	14,568,429
Corn, bush.	5,410,003	15,487,966
Oats, bush.	1,813,048	2,029,906
Rye, bush.	228,179	295,436
Barley, bush.	662,187	623,005
Total.	16,298,163	33,004,742
Flour into wheat.	3,710,060	3,500,088
Total	20,008,223	36,504,772

SHIPMENTS OF ALL KINDS OF GRAIN FOR THE PAST FOUR YEARS.

	1857.	1858.
Wheat, bush	9,485,052	8,727,838
Corn, bush	6,814,615	7,498,212
Oats, bush	416,778	1,498,134
Rye, bush	.....	7,569
Barley, bush	17,993	127,008
Total	16,734,438	17,853,761
Flour into wheat	1,298,240	2,181,405
Total	18,032,678	20,035,166

	1858.	1860.
Wheat, bush	7,266,553	12,487,687
Corn, bush	4,127,654	13,943,172
Oats, bush	1,174,177	1,039,779
Rye, bush	131,449	129,156
Barley, bush	478,162	260,211
Total	13,178,995	27,890,002
Flour into wheat	3,484,800	3,566,695
Total	16,663,795	31,456,697

New York State Banks.

The following table, from the report of the Superintendent of the Bank Department of this State, exhibits the amount of outstanding circulation issued to banking associations and individual bankers, and the amount and character of the securities deposited and held in trust for its redemption on the 30th day of September, 1860:

Outstanding circulation		$28,841,416 00
SECURITIES.		
Bonds and mortgages		$5,851,463 79
New York State stock—		
4½ per cent.	$134,400 00	
5 do.	7,431,969 01	
5½ do.	987,000 00	
6 do.	12,051,052 92	
		20,554,421 93
U. S. stock, 5 per ct.	$2,919,000 00	
Do. 6 do.	201,600 00	
		3,120,600 00
Arkansas State stock, 6 per cent.		142,000 00
Illinois State stock, 6 per cent.		410,250 00
Michigan State stock, 6 per cent.		41,000 00
Cash		75,726 40
Total		$30,195,462 12
Aggregate of the securities held in trust for banking associations and individual bankers, Sept. 30th, 1859	$28,068,336 92	
Increase during the year, 1860	2,127,125 20	
		30,195,462 12
Amount of circulation outstanding Sept. 30, 1860		$28,841,416 00
Am't of circulation Sept. 30, 1859,		26,490,632 00
Increase for the year ending Sept. 30, 1860		$2,350,784 90
The increase in the securities above noted, viz		$2,127,125 20
has been in the following:		
New York State stock,	$1,292,886 00	
U. S. stock	1,256,500 00	
	$2,548,886 00	
Less decrease in the following:		
Bonds and mortg's.	$325,449 00	
Arkans. St. stock	20,000 00	
Illinois St. stock	73,483 34	
Cash	2,828 46	
	421,760 80	
		2,127,125 20

The aggregate amount of securities held for the circulating notes issued to the free banks of this State, including cash, is $30,195,462 12; upon which currency has been issued amounting to $28,841,416. The Superintendent has no hesitation in saying that the currency of the free banks and bankers of this State never was better secured than at the present time, in the kind of securities held by the Department. The amount of bonds and mortgages held by the Bank Department on the 1st October, 1857, was $7,856,231 59, while the amount on the 1st of October, 1860, was $5,851,463 79, showing a decrease in that peculiar security of $2,004,767 80. The Superintendent also holds in trust for the Buffalo Trust Company, $100,000 in bonds and mortgages, and for the U. S. Trust Company, New York, $100,000 in Auburn City stock, making the total amount of securities held in the Bank Department, on the 30th Sept., 1860, for all purposes, $30,481,813.33, being an increase during the last fiscal year of $2,156,110 38. The number of banks, banking associations, and individual bankers, actually doing business in this State on the 30th day of September last, was 306, and 37 were either closing their own affairs, or are insolvent, and their business is being closed by this Department, leaving 343 open bank accounts upon the books of this office. The entire emission of bank notes from the Bank Department, included that of incorporated banks, banking associations and individual bankers, is $38,034,800, against $36,581,276 in 1859, being an increase during the past fiscal year of $1,453,524.

The absolute increase of the currency in actual circulation, of the banks of this State during the past fiscal year, has been $3,788,159.

The total outstanding circulation of the expired incorporated banks, on the 30th of September, 1859, was	$1,805,922
On the 30th September, 1860	1,563,595
Returned and destroyed during the year.	$242,327

The Superintendent expresses his confidence in the Banking law as it now stands, and states that it needs no amendment.

Railroad Business at Detroit.

The aggregate earnings of the five Railroads centering in Detroit for two years, were as follows:

	1859-60.	1858-59.
Michigan Central RR.	$2,029,070.62	$1,753,580.67
Mi'h.South.&N.I.RR.	2,148,363.04	1,728,302.92
Detroit & Mil'kee RR.	675,083.30	540,939.11
Great Western Railw.	2,112,100.80	1,897,659.78
Grand Trunk Railw'y.	3,288,850.15	2,395,861.75
Total	$10,253,467.91	$8,316,344.18
Increase	$1,937,123.73	
Per cent. of increase	23.15	

United States Mint.

The coinage of the Mint and Branch Mints of the United States for the last fiscal year is thus reported:

	Gold.	Silver.	Cents.	Total.
Phila.	$4,354,577	$857,076	$342,000	$553,653
Branches:				
N. O.	169,000	1,598,422	.....	1,767,422
S. Fra.	11,889,000	572,912	.....	12,461,912
Dah'a.	69,477	.....	.....	69,477
Char'e	133,697	.....	.....	133,697
N.Y.	6,831,532	222,226	.....	7,053,758
Total.	$23,447,282	3,250,636	342,000	27,039,919

The entire coinage and deposits have been as follows:

Dep'ts.	22,673,102	3,152,437	.....	25,825,639
Coin'e	16,445,476	2,769,920	342,000	27,039,919
Bars.	7,001,875	480,716	.....	

Toledo and Wabash Railroad.

The income of this road for the fiscal year ending Aug. 31, 1860, were:

From passengers		$233,545 82
" freight		568,070 53
" mail		24,200 00
" express		15,773 62
" rent of cars and engines		6,579 59
" miscellaneous collections		811 87
Received on acc't of freight and mail transportation of previous year		12,741 01
		$861,722 44
Transportation expenses.	$406,939 01	
Salaries of clerks	16,652 02	
Taxes and insurance	17,185 68	
Advertising and agencies.	14,183 41	
Legal expenses	6,644 17	
Rent of cars and engines.	7,484 94	
Discount and exchange	4,787 05	
Commissioners	4,087 07	
Miscellaneous expenses	9,987 08	
		487,950 43
Net income		$373,772 01
The earnings this year were		$848,981 43
Last year they were		762,508 24
An increase of		$86,473 19
The expen'es this year were.	$487,950 43	
Last year they were	438,711 07	
		49,239 36
Making the increase of net earnings		$37,233 83

The present capital of the Toledo and Wabash Railway Company, combining the general and preferred stock, the funded and other permanent obligations, and which primarily represent the cost of the railway and equipment of the company, amounts to $8,019,539 37. The general stock consists of 26,629 shares of $50 each, amounting to $1,331,450, and the preferred stock consists of 15,841 shares of $50 each, amounting to $972,050, making the aggregate of stock capital $2,128,500. The funded obligations of the company consist of $3,400,000 First Mortgage Bonds and $2,500,000 Second Mortgage Bonds, both of which issues are secured by mortgages executed in accordance with the laws of the State of Ohio and Indiana, into or through which the road extends, and under whose laws the company derive their corporate franchises, and they constitute the only mortgage liens now existing upon the road.

The remaining element of capital liability comprises the funded and unfunded coupons, numbers eight and nine originally attached to the First Mortgage Bonds. These coupons matured prior to the inception of this company, but it was provided and made a condition precedent to its organization that they should be redeemed and permanently merged into the funded notes of the company, and accordingly the liability so created has become an integral part of the capital of the company. The notes issued for the redemption and funding of these coupons bear dates Nov. 1, 1858, and March 1, 1859, bearing 7 per cent. interest, and the principal thereof is made payable in the city of New York in five equal instalments, commencing on the 1st day of November, 1860. The total amount of these funded notes thus far issued is $96,049 88, leaving of said coupons still outstanding and unredeemed with interest, $52,389 49.

A summary of the foregoing liabilities amounting in the aggregate to $8,019,539 37, and constituting the total capital of the company, is given in the annexed balance sheet.

During the fiscal year there have been transported over the road 3,000,000 bushels of grain and 114,000 barrels of flour, as against 687,000 bushels of grain and 82,000 barrels of flour for the preceding year.

RESIDUARY INCOME BALANCE—*Construction, Equipment, and Interest Department for fiscal year ending Aug.* 31, 1860.

	Dr.
To interest account	$388,641 61
To land and damages	4,856 36
To T.W. & W.R.R. Co., old contracts.	3,788 33
To profit and loss, discount on Q. & T. and Q. & P. R. R. bonds	20,400 00
To amount paid from income on account of construction and equipm't.	33,571 84
To balance of income account of preceding year	96,220 98
Total	$547,479 12
To balance of account brought down.	$175,707 11
	Cr.
By amount of balance of net income account brought down	$373,772 01
By balance of account carried down	173,707 11
Total	$547,479 13

TREASURER'S GENERAL BALANCE—*Aug.* 31, 1860.

	Dr.	
To road bed and equipment		$8,019,539 37
To general post-office department		3,933 33
To bills receivable		3,208 19
To Toledo, Logansport and Burlington Railroad Company		11,612 94
To Quincy and Toledo R. R. bonds.		6,000 00
To suspended interest account		175,000 00
To farmer's loan and trust company amount on deposit for payment of coupons		71,978 18
To western agency		36,968 58
Balance of income account brought forward		173,707 11
Total		$8,498,947 70
	Cr.	
By general stock		$1,331,450 00
By preferred stock		792,050 00
By 1st mortgage bonds		3,400,000 00
By 2nd " "	$2,500,000	
Less amount not issued	152,400	2,347,600 00
By 1st mortgage coupons funded		96,049 88
By " " unfunded		52,389 49
By bills payable		14,034 57
By coupons of—		
Feb. 1, 1859, 1st mortgage bonds.		525 00
May 1, 1859, 2d " " .		5,451 25
Aug " 1st " " .		2,765 00
Nov. " 2d " " .		87,500 00
Feb. 1, 1860, 1st " " .		119,100 00
May " 2d " " .		87,500 00
Aug. " 1st " " .		119,000 00
By cash account		43,632 51
Total		$8,498,947 70

Debt of Pennsylvania.

The funded debt of Pennsylvania on the first day of December, 1860, was $37,849,125, which, with $120,721 of unfunded debt, makes the entire public debt of Pennsylvania at this time $37,969,847, against $38,638,961 at the beginning of the last fiscal year—showing a reduction of 669,114. The direct reduction of public debt during the three years of Gov. Packer's administration $1,911,890. The balance in the Treasury on the first of December, was $681,433, an excess of the balance at the beginning of the fiscal year 1857 of $153,326. If to this sum is added $171,664 paid on account of claims growing out of the construction and maintenance of the public improvements, we have an aggregate of $324,991, which, if added to the payments on account of the public debt, makes a diminution of actual indebtedness during the three years of $2,236,890. Beside the ordinary sources of revenue, the Commonwealth holds in the bonds of the Pennsylvania Railroad Company $7,200,000; of the Sunbury and Erie Railroad Company $3,500,000, and of the Wyoming Canal Company $281,000—making an aggregate of $10,981,000, which, deducted from the public debt, reduces it to about $27,000,000. The interest on the Sunbury and Erie bonds is unpaid.

Journal of Railroad Law.

COLLISION: INEVITABLE ACCIDENT: RUNNING OF VESSELS IN FOGS.

The case of the Amoskeag Manufacturing Co. *vs.* The Steam Ferry Boat John Adams, has been recently decided by the United States Circuit Court, Massachusetts. The learned Justice, in the opinion, goes quite at length in the consideration of the mutual duties required of vessels navigating in foggy weather; and also into what constitutes an inevitable accident, that in the eye of the law will exonorate parties frome blame and liability for injuries that may be sustained from them.

The libel sets forth that in January 1859, the ship Aldenah, ladened with 960 bales of cotton, was lying properly moored at Battery wharf Boston, where she was carelessly run into by the ferry boat John Adams, and among other damages the stern post of the ship was started and the wood ends forced open, causing her to leak to such an extent that the cotton on board belonging to the libellants was wet and thereby greatly damaged, for which the libellants claim that the respondents should indemnify them.

The respondents denied that the ship was properly moored, admitted that during a dense fog the steamer did run into a ship lying at said wharf, but expressly denied that it was the result of any carelessness or negligence on their part. They also claimed that they exercised proper precautions such as sounding their whistle, proceeding at a slow rate and with great care, stopping, placing a man on the look-out, &c. They also avered that at the time of the collision they were lost in the fog, and had been carried from their course by the tide during their stoppage, that at the time of the collision they were borne chiefly by the force of the tide which was running very rapidly, their machinery not being in motion, and that therefore they should not be held liable for an accident which was inevitable.

Upon this state of facts the Court decided that the libellants were entitled to recover. The following is the opinion of the Court upon the question as to whether or not the accident was inevitable.

CLIFFORD, J.—The main ground of defence in this case is that the accident was inevitable. The fact, time, place, and substantially the manner of the collision are not controverted. According to the testimony she was properly and securely moored and fastened to the wharf. The steamer left the slip on the eastern side at about 8 o'clock A. M.

At the time of starting the fog did not rest upon the water by 6 or 8 feet, but very soon after she left it shut down and became exceedingly dense. Orders were then given to "slow," and when about half way across, to reverse the engines so as to stop; and the steamer was stopped. After remaining stationary some three or four minutes, she was started again under a slow bell, and after the engine had made some three or four revolutions the signal was again given to stop, and almost immediately after to reverse, but before a single reverse revolution could be made the collision occurred. During this time the master was in the pilot house, 28 feet above the level of the water, and so dense was the fog that he could only see the "glimmer" of men on the deck of the steamer. The whole crew consisted of the master, engineer, firemen and two deck hands. One deck hand was stationed forward as a look-out, and was assisted by many of the passengers who stood forward. Very discrepant estimates are made by different witnesses as to the distance at which objects were visible through the fog—the estimates varying from 5 or 6 to 150 or 200 feet. It is worthy of remark that the witnesses for the respondents testify that they did not see the ship until the steamer was within from 6 to 20 feet of her, while witnesses for the libellants testify that they did see the approaching steamer at a distance of from 150 to 200 feet. Greater weight should certainly be given to the positive knowledge of some witnesses than to the mere opinion of others.

At all events I am of the opinion, after a careful review of the evidence, that the density of the fog was not such that the collision might not have been prevented if the look-out of the steamer had performed his duty. Very little reliance is to be placed in passengers as look-outs, and they cannot be regarded as answering the requirements of a look-out under the maritime law. Every steamer traveling in the thoroughfares of commerce ought to have a constant and trustworthy look-out. According to his own statement the look-out of this steamer did not see the ship until within 5 or 6 feet of her. The owners of the steamer are equally liable, whether his failure to perform his duty arose from inattention or incompetency. The whole testimony goes to show that the master exercised less care than he ought to have done.

The speed of the steamer is also variously estimated at from 1 to 4 miles per hour.

The consequences of the disaster go very far to show that the latter is the correct estimate. The steamer cannot be excused on the ground of inevitable accident, which the evidence falls so far short of establishing that it is hardly worth while to consider the law upon that subject. According to Dr. Lushington, strictly inevitable accidents seldom occur, and the word inevitable is to be construed reasonably and according to the circumstances of the case; an inevitable accident means a collision which occurs when both parties have endeavored by every means in their power with due care and caution and a proper display of nautical skill to prevent the accident, and he held it to be clear that *prima facie* the *onus probandi* is on the owners of the moving vessel, and they can only exonerate themselves by showing that the blame did not lay at all with the vessel or rested solely on the pilot. Even though a vessel were at anchor or moored in an improper place, every possible precaution, consistent with its own safety, must be taken by the moving vessel to avoid collision. The libellants having shown that their vessel was in a proper place and the fact of a collision, the burden of proof is on the respondents to show that it was not their fault or was the fault of the complainants. Ferry boats crossing the harbor of a commercial port in a dense fog by day, or in the darkness of night, should proceed with the greatest care, and if they lose their bearings, they should come to anchor,

and if they rashly advance, the owners must take the consequences of accidents. Three or four knots per hour was too rapid motion under such circumstances as these. The steamer had no right to proceed at such a rate as to endanger the property of others. The defence of inevitable accident is, therefore, not sustained.

Panama Railroad.

Below we give the statement of this company of its operations for the year ending December 31, 1860.

The receipts for the year, compared with those for 1859, have been as follows:

	1860.	1859.
For passengers	$688,379	$1,068,832
For freight, merchandise (including baggage)	618,578	656,641
For freight treasure	128,946	153,877
For mail transportation	50,000	100,000
For miscellaneous, wharfage, light money, interest, etc.	14,273	6,095
For earnings uncollected or for which returns have not been received, estimated	50,000	40,000
Balances from previous years	517,919	535,109
Totals	2,068,792	$2,460,554

The net earnings have been applied as follows:

Interest on sterling bonds (£540,000) with exchange and commission		$186,468 45
Interest on convertible bonds, $24,000 at 7 per cent.		1,680 00
Running expenses, including materials, repairs, subsistences, labor, etc.		406,050 55
Equipment account—		
New cars, etc.	$17,019 32	
Permanent improvements, paid for out of income acc'nt, construction being closed.		
New wharves	$20,072 13	
Water works	15,204 16	
Dredging machine	18,489 96	
Stone breakers and engines	5,000 00	
		76,785 57
Office expenses		22,904 73
New Granadian Government—Proportion mail receipts		10,000 00
Total		$702,889 00
Balance applicable to dividends		$1,365,902 00
which has been applied as follows:		
Dividend, No. 16, paid July 2, 1860, 6 per cent.		$298,560 00
Dividend, No. 17, payable Jan. 2d, 1861, 6 per cent.		298,560 00
New-Granadian Government		17,973 60
Paid Trustees sinking fund		100,000 06
Total		$715,093 60
Surplus remaining		650,809 20

The gross and net earnings and dividends paid by this company since the opening of its road have been as follows:

	Gross receipts.	Net receipts.	Dividends.	Rates.
1852	$298,629	$224,636	$151,175	10
1853	416,598	302,648	210,928	8½
1854	545,928	429,386	205,306	7
1855	1,112,747	819,673	496,500	12
1856	1,439,976	1,083,922	585,060	12
1857	1,377,363	906,726	594,331	12
1858	1,524,704	1,052,196	611,202	12
1859	1,971,873	1,479,847	614,292	12
1860	1,550,876	1,036,131	615,093	12
Total	$10,232,694	$7,335,163	$4,083,887	

This exhibit which covers the whole period of the operations of the company is certainly a favorable one.

General Statement.

Assets.

Construction account		$8,000,000 00
Cash in Bank		204,920 52
Loans on demand		127,455 75
Am'nts due from agents and others,		93,093 52
Cavan, Brothers & Co., London		49,557 31
Sinking Fund		50,369 06
Real estate, on the Isthmus and Island in the Bay of Panama		69,431 97
Stock North Atlantic Steamship Co.		500,000 00
Steamer Guatemala (cost $155,000) valued at		130,000 00
Steamer Columbus (cost $50,500), valued at		25,000 00
Steamtugs and launches in Bay of Panama (cost $50,500), valued at		25,000 00
Interest in sailing vessels (cost $41,000), valued at		28,000 00
Total		$9,302,828 13

Liabilities.

Capital stock		$4,976,000 00
Sterling bonds, with exchange		2,466,237 78
Convertible bonds		24,000 00
Book accounts		44,900 60
Dividend declared and payable Jan. 2d, with N. G. Government, proportion		307,546 80
Trustees sinking fund, appropriation not invested		50,000 00
Undivided earnings from road	$650,809 20	
Undivided earnings of sailing vessels, tugs & launches (after deducting depreciation	183,333 75	
Undivided earnings of bonds redeemed	600,000 00	
		1,434,142 95
		$9,302,828 13

Finances of Massachusetts.

We give herewith a statement of the financial condition of the State of Massachusetts at the close of 1860.

Liabilities on account of Railroad Companies.

Western Railroad Corporation	$3,999,555 56
Eastern do. do.	500,000 00
Norwich do. do.	400,000 00
Southern Vermont R. R. Corporation	200,000 00
Troy & Greenfield do.	427,572 00
	$5,526,127 56

OTHER LIABILITIES.

Lunatic Hospital:—		
1852, due 1865	$100,000 00	
1853, " 1865	70,000 00	
1854, " 1874	94,000 00	
		$264,000 00
State Almshouse:—		
1852, due 1872	$100,000 00	
1853, " 1873	60,000 00	
1854, " 1874	50,000 00	
		210,000 00
State House:—		
1853, due 1873	$65,000 00	
1854, " 1874	100,000 00	
		165,000 00
Six per cent.:—		
1856, due 1862	$100,000 00	
1856, " 1864	100,000 00	
1856, " 1866	100,000 00	
		300,000 00
Lunatic Hospital:—		
1857, due 1868	$150,000 00	
1857, " 1877	50,000 00	
		200,000 00
Convertible State's:—		
1860, due 1870		150,000 00
		$6,815,127 86

Total liabilities		$6,815,127 86
Temp. Loans due Jan. 1, 1860	$246,429 77	
Reduced by scrip, 1860.	150,000 00	
	$96,429 77	
Estimat'd deficit for 1860,	170,000 00	
		266,429 77
		$7,081,557 33

ASSETS.

Mortgage Western Railroad Co		$3,999,555 56
Sinking fund Western Railroad		1,600,000 00
Mortgage Eastern Railroad		500,000 00
Mortgage Nor. & Worcester R. R.		400,000 00
Sinking fund Norwich & Worcester Railroad		66,000 00
Troy and Greenfield Railroad entire property		427,572 00
Sinking fund, Troy & Greenf'd RR.		20,000 00
Southern Vermont Railroad Company's entire property		200,000 00
		$7,213,127 56
Debt ext'm't fund, 7,056 Weste'n RR. st'k, par.	$705,600 00	
Present value, prem. 10 per cent	70,560 00	
Western R.R. stock t'd.	115,500 00	
	$891,660 00	
Less am't advanced on these securities	46,000 00	
	$845,660 00	
Back Bay land fund appropriated	300,000 00	
Almshouse sinking f'd.	53,548 00	
		1,199,208 00
		$9,412,335 56
Payments for 1860 am't to about	$1,185,000 00	
Receipts for 1860 am't to about	1,015,000 00	
Deficit	$170,000 00	

The estimated expenses of the ensuing year will be considerably less than the present, and unless some extraordinary emergency arises, the revenue will more nearly equal the expenditures.

Expenditures for 1861, estimate	$870,000 00
Revenue, including unpaid tax 1860	760,000 00
Deficit, 1860	$110,000 00
Deficit previous years	267,000 00
To be provi'd for by tax or otherwise.	$377,000 00

The fiscal year closes on the 31st of December, and therefore the statements given are only an approximation to the actual results, which may vary somewhat the above.

The Valuation of the Commonwealth.

The Legislative Committee appointed to compute the valuation of the Commonwealth as a basis for State taxation during the next ten years, has recently concluded its labors after a session which was protracted to a length of more than a hundred days, beginning September 5, 1860, and ending January 1, 1861, at a cost of $13,191 50 for the pay of its members, and $6,322 for contingent expenses. The aggregate valuation of taxable property is computed at the sum of $897,795,326, which is $299,858,330 more than the State valuation of 1850, exhibiting an increase of about 50 per cent. in the wealth of the State during the last ten years. When it is remembered that considerable sums (in the hands especially of small property holders, of which deposits in the Savings Banks, not exceeding $500 each, may be taken as an illustration) have been omitted from the assessments, the result discloses that the wealth of the people of Massachusetts averages not less than $750 to each inhabitant, irrespective of age or sex. The proportionate distribution of this wealth among the people is illustrated by the fact that

the amount of deposits in the Savings Institutions in the Commonwealth on the fourth Saturday of October last, as shown by the annual report of the Bank Commissioners, was $45,054,235, although these institutions are prohibited by statute from holding at the same time more than $1,000 of one depositor other than a religious or charitable corporation; and these deposits represent only a fraction of the savings from the daily industry of the working classes. The policy of encouraging families to become land owners, by exempting their homesteads to the value of $800 from seizure on execution, has helped to preserve their accumulation; and the numerous modes in which small savings are invested by private loans and friendly accommodation, help largely to increase and to preserve their aggregate.

The industrial statistics of the Commonwealth are compiled but once in ten years. The last compilation was in 1855, when it appeared that the annual production irom the industry of Massachusetts amounted to $295,820,681, which was an increase of 138 per cent. over the amount exhibited by the last previous compilation; nor can it be doubted that the productive capacity of our people since 1855 has keep pace with the gratifying increase of their capital. A Commonwealth of 1,231,535 persons, or an area of only 7,800 square miles, with a property of nearly $900,000,000, whose people are all free, and whose poorest child may be educated in the free schools of the State, is a noble monument of the triumphs of intelligence and liberty.

In this connection I respectfully recommend to the General Court to provide some less expensive and cumbrous method for ascertaining the valuation of the State, than that which has hitherto been pursued. The details of a more economical and efficient plan will be suggested if it shall be deemed desirable.

Railroad Earnings.

The receipts of the Toledo and Wabash Railroad for December were:

	1859.	1860.
Passengers	$17,165 57	$16,986 35
Freight	28,929 53	34,309 05
Total	$46,095 10	$51,295 40

The earnings for the four months ending Dec. 31st show the following result:

	1859.	1860.
Passengers	$80,527 57	$91,127 02
Freight	196,988 44	268,894 88
Total	$297,316 01	$360,021 90
Increase		$82,705 89

The earnings of the St. Louis, Alton and Chicago Railroad in December were:—

Passengers	$25,516 10
Freight	36,166 92
Mails and express	3,343 33
Total	$65,026 35
Corresponding period in 1859	61,051 00
Increase in 1860	$3,975 35

The Michigan Central Railroad earned in December, 1859 $132,948 84
1860 129,022 26
Decrease $8,926 58

The earnings of the Hudson River Railroad for December, 1860, were $220,817 19
December, 1859 232,032 64
Decrease $11,662 45

Navigation remained open five days longer this year than last. The December earnings for three years were:

1858 $197,980 14
1859 232,032 64
1860 220,370 19

The earnings of the Illinois Central Railroad for December were $227,309 99, against $198,285 35; the sales of land, $151,114 12; the cash collected, $80,976 07. For the last quarter of 1859 and 1860 the comparative statement is:

	1859.	1860.
Traffic	$632,919 04	$791,198 52
Sales of land	77,394 24	632,049 05
Cash collected	172,027 38	321,279 12
Total	$932,340 66	$1,744,526 69
Increase		$812,186 03

The earnings of the New York Central Railroad for December, 1860, were $522,918 85
1859 520,396 27
Increase $2,522 58

The eighth monthly report of the Receiver of the Ohio and Mississippi Railroad Company, for November, 1860, is as follows:

Balance from October $17,487 26

RECEIPTS.

From express freight of Oct.	$2,075 45	
" passengers prior to Nov.	5,278 16	
" freight " "	4,477 40	
		11,831 01
" pass'gers on Nov. acc't.	34,195 94	
" freigt " "	26,985 41	
		61,181 35
Other sources		3,649 43
		$94,149 05

DISBURSEMENTS.

Paid charges advanced in account with other roads	$5,434 10	
Paid interest and discounts.	565 76	
Paid office and other expenses	427 60	
Paid first mortgage coupons, due July 1, 1858	70 00	
Paid first mortgage coupons, due Jan. 1, 1859	70 00	
Paid first mortgage coupons, due July 1, 1859	70 00	
Paid first mortgage coupons, due July 1, 1860	12,005 00	
Paid on account of November current expenses	3,074 55	
Paid on account of former arrearages	4,902 13	
Paid on account of October current expenses and construction work	63,202 61	
		89,821 75
Balance carried to December account		$4,327 30

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 29, were $60,805 49
Week ending Dec. 31, 1859 53,777 11
Increase in 1860 $7,028 38
Total traffic from July 1st, 1860 $1,786,180 68
Corresponding week 1859 1,362,463 31
Increase $423,717 37

The receipts of the Chicago and Northwestern Railroad in December, 1860, were $56,888 33
December, 1859 42,061 59
Increase $14,826 74

The earnings of the Chicago, Burlington and Quincy Railroad Line in the month of December were:

	1859.	1860.
Freight	$79,044 09	$79,230 00
Passengers	38,781 95	35,336 05
Mails, etc.	10,209 49	3,041 67
Total	$128,035 53	$117,607 72
Decrease		$10,427 81

The following is the Illinois Central Railroad Company's statement for December, 1860:

Land Department.

11,070.85 acres sold for		$151,168 12
71,287.22 do.	during year,	1,137,547 40
1,237,260.55 do.	previously	15,735,837 02
1,308,547.77	Total	16,873,384 42

Construction Bonds canceled in December, 1860	$44,500 00
Construction Bonds canceled previously	1,727,000 00
Total bonds canceled	$1,771,500 00
Total cash receipts in December	84,331 30
Total cash and bonds received during year	780,097 37
Total cash and bonds received to Dec. 31, 1860	4,195,398 02

Traffic Department.

Total receipts for December, 1860	$227,858 24
Do. do. 1859	198,285 35
Increase	$29,572 89
Traffic for year 1860	$2,725,939 35
Do. 1859	2,114,448 98
Increase	$611,490 37

The earnings of the Buffalo, New York and Erie Railroad (Corning to Buffalo), for December, 1860, were $37,520 23
December, 1859 45,221 29
Decrease $7,701 06

The Cleveland and Toledo Railroad earned in December, 1859 $82,219
1860 82,589
Increase $370

The earnings of the Galena and Chicago Railroad for December, 1860, were $89,770 06
Same month, 1859 89,343 61
Increase $426 45

Delaware, Lackawanna and Western R. R.

Annexed is a statement of the Coal business of the Delaware, Lackawanna and Western Railroad for the year 1860:

	1860.	1859.
Sent north	$252,273 01	$197,354 18
Sent south	827,954 09	632,079 16
Total	$1,080,227 10	$829,424 14
Increase in 1860.	250,792 16	

The Coal as above was distributed to the following points:

Scranton and on line of north'n divis'n.	$29,344 00
Binghamton and for Chenango Canal shipments	65,948 00
Syracuse and for shipment	114,761 07
Ithaca and for shipment	31,837 19
On line of N. Y. and Erie and connecting roads	10,334 15
Elizabethport	646,155 00
Line of Central Railroad of New Jersey	15,730 18
Washington and for shipment on Morris Canal	142,961 15
Southern Division D. L. and W. R. R.	23,106 16
Total	$1,080,227 10

Pondrous Iron Beams.

The machinery of the Phœnix Iron Company is now so powerful that they can roll the largest beams ever made in the United States. They have already rolled a number for the West Point Foundry Company, each beam being twelve inches deep, four inches wide on the top and bottom flanges, weighing 120 pounds to the yard, and being 21 feet long. Lengths of 40 feet may, however be made with the same facility.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,461,338	*	—	877,263	563,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,297	—	336,910	102,500	21,622	513,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	134,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,009	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,645	72,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	13	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	558,467	12,447,373	328.0	586,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	22,579	2,582,505	116.9	.....	505,158	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '55	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,510,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	259,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,027	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	100	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	22	72	368	New York and New Haven	4,663,222	661,546	—	2,980,339	2,219,000	—	5,532,431	117.4	432,024	823,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,993	14,079	2,851,577	66.0	.....	851,659	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	206,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,760	298,500	.....	1,032,200	53.0	.....	126,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	822,550	4,150,000	273,000	.....	7,368,665	232.0	.....	1,154,621	544,263	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	108
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,519	8	....
1 May, '58	68.1	—	....	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,918	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,243	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	—	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	67
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	938,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,529	9,344,863	194.0	10 mo.	884,650	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,337,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	53
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	803,231	1,547,661	620,328	4	63½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.8	.....	1,976,578	556,624	—	75
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,979,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,423	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,223,413	*	2,750	936,061	1,219,100	51,772	2,282,743	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,091	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,139	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,868	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	43,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	283.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	283.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	26	298	Terre Haute and Richmond	1,611,450	*	23,029	1,381,450	230,000	—	1,637,423	73.0	254,742	857,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,250,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	55,820	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,822	—	833,086	965,000	441,787	2,287,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Deamoines & Minn.	1,037,878	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
31 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,584	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	604,024	*	—	sold, 1859,	for $20,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	785,500	—	—	684,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,402	130,000	—	724,885	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	....	....	—				Louisville and Frankfort	1,375,359	123,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,063	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,326	254,154	—	2,151,430	2,300,000	320,132	4,590,700	60.0	.....	163,288	94,996	—	....
.. .. '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,668	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	862,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,039,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,234	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Dividends. p. c.	Price of shares. p. c.	Years ending.	Railroad. Main Line. M.	Lateral and Branch Lines. M.	2nd Track and Sidelings. M.	Road in progress or projected. M.	Equipment. Cars. Engines. No	Passenger. No	Freight, etc. No.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances. $	Rolling-Stock. $	Invested in foreign works. $	Liabilities. Share Capital paid in. $	Bonded and Mortgage Debt. $	Floating Debt. $	Balance. Total, incl. all other assets and liabilities. $	Road operated, incl. road leased, etc. M.	Mileage run by locomotive with trains. M.	Earnings. Gross. $	Net. $	Dividends. p. c	Price of shares. p. c.
										MAINE.													
		30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*	—	161,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
		31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	131.0	73,186	261,929	89,766	—	.....
		30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,666	—	2,434,900	3,472,000	9,572	6,976,472	149.0	429.791	545,741	150,226	6	.....
		30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	....	.....
6		31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
		31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75.050	—	—	—	—	—	—	—
		31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,224	—	.....
		31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
		31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,703	*	—	189,200	556,600	—	—	37.0	.....	65,402	28,404	—	.....
		31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	870,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
										MARYLAND.													
		30 Sep. '59	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933.621	—	68½
6		30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	288,540	6	100
		31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,269,000	5,578,200	,738,641	9,007,605	218.0	.....	929,527	340,516	—	14
										MASSACHUSETTS.													
		30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
10	135	30 Nov. '59	26.8	1.8	43.6	—	21	26	568	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	109½
3		31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,283	465,758	4,078,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	119½
5		30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,900	207,400	70,000	3,150,000	174,220	—	3,663,138	54.0	316,522	654,673	337,948	7	106½
3		30 Nov. '59	44.6	24.0	69.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,529	7	102½
		30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,620	190,000	39,499	1,092,265	47.2	79,456	118,726	49,374	6	124
		30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,556	—	1,691,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
	40	31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,553,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	69½
		30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
6		30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	10 ½
		30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	96½
		30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	293,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	....	.....
		30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	232,583	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
		30 Nov. '59	14.8	—	17.1	—	12	12	324	Nashua and Lowell	553,920	95,683	—	600,000	—	—	695,563	30.0	153,374	229,205	68,510	8	113
		30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.5	65,881	143,261	25,264	6	.....
		30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
		30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
8	125	30 Nov. '59	79.5	7.8	25.8	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	300,413	6	104½
		30 Nov. '59	18.8	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.8	32,480	48,355	27,000	6	.....
		30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	104
10		30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,395	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
3	100	30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,734	15,463	—	97
11	108	30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
8		30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
		30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,365	—	.....
13		30 Nov. '59	69.0	8.0	5.6	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,365	77.0	107,478	246,798	106,217	—	15
		30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	293,726	13,457,921	192.0	1,020,054	1,767,068	839,148	8	113
		30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,157,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,264	4	60
										MICHIGAN.													
		1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
	67	30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
		30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,009,369	188.0	.....	365,038	144,270	—	.....
		-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
	53	-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	—
	63½	31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	83½
4		1 Mar. '59	246.0	293.0	.....	—	91	185	976	Mich S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,490	19,595,407	539.0	.....	2,019,425	777,273	—	14½
	75	-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	—
										MINNESOTA.													
		-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
		-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	—	—	—	—	675,000	—	—	—	—	—	—	—	—
		-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	—	—	—	—	600,000	191,130	—	—	—	—	—	—	—
		-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
		-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	—
										MISSISSIPPI.													
		30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,222	—	2,000,961	2,554,732	895,992	6,331,839	236.0	.....	584,342	328,092	—	.....
		1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,235	456,949	275,089	1,974,444	69.7	.....	176,462	116,433	—	.....
		31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
										MISSOURI.													
		30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	231,645	9,200	—	59,493	327,000	50,892	128,386	12.0	—	—	—	—	—
		30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,763,000	—	10,961,208	206.8	14 mo's.	497,269	225,321	—	.....
		31 Oct. '58	168.8	—	.....	68.0	—	—	—	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
		-- -- --	—	—	—	—	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	—
6	58	28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,230,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,502	—	.....
9	42	31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	—
		31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	233,809	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	.....
										NEW HAMPSHIRE.													
		31 Mar. '59	23.1	—	8.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
		31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,500,000	1,060,000	165,883	3,015,880	93.5	253,000	227,720	86,338	—	8
10		30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,152,781	63.6	.....	327,441	125,159	—	10
		30 Nov. '59	28.1	—	2.6	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	12,070	858,264	28.1	.....	51,095	21,856	—	.....
		31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,664,503	61.8	334,532	459,659	128,366	8	55½
		30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
		31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	13,603	1,528	—	.....
		30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,295	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Mass.	—	—	68
		31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	49,837	—	166,748	229,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
		31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	833,400	33,800	108,259	1,025,459	ope	r. by Con	cord.	88,577	8	101½
		31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,232,504	52.7	.....	59,774	21,156	—	.....
		31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	262,657	353,191	187,136	4	53½
	85	30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	232,516	1,512,418	24.7	49,000	63,874	19,897	—	.....
										NEW JERSEY.													
		30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	262,606	127,241	—	.....
7	80	30 Nov. '59	63.9	82.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,382,000	.....	.....	96.2	.....	2,378,292	1,189,399	12	117½
	66	30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
		1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	176,000	5,580,981	64.0	488,871	879,954	520,672	10	110
		1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
		31 Dec. '59	53.0	—	.....	45.6	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
		31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	393,752	—	554,087	10	124
		30 Nov. '59	21.8	—	.....	—	2	6	17	Northern New Jersey	335,344	*	—	154,157	—	—	—	—	—	—	—	—	—
		30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
		30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
		30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	6½	.....
		30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,341	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.8	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	98,804	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,689	541,249	172,321	—	—
30 Sep. '59	68.3	—	13.0	—	28	34	812	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,878	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	45
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	9
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	77
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	35
30 Sep. '59	130.8	2.1	80.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	15
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,600	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,187	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,760	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,634	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,606	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	.....	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	178,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,011	800,500	247,676	1,659,087	51.0	194,921	218,669	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b.Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	90.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,869,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,856	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	23,500	2,155,800	1,411,000	32,618	3,650,710	60.8	.....	459,437	249,666	7	75
-- -- '59	87.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	90½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	85,500	4,812,201	96.6	402,935	1,111,353	646,067	15	118
30 Nov. '58	101.0	102.5	.....	—	42	...	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	98
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	258,605	7,858,918	188.6	.....	798,155	414,456	6	82
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
20 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	79
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.8	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	460,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,097,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,553	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	1,700,000	65,500	—	1,660,000	400,000	20,000	2,060,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	66
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	204,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	10
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	208,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	...	.....	Little Schuylkill	3,299,600	*	—	2,258,100	942,500	85,000	3,299,600	ope	r. by C.	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,504,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	74
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,298	1,245,816	—	89½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	427 [illegible]	—	86

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,755,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,359,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	23.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	.....	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,688	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	62	59	790		South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,237	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,350	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,800	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,516	.....	59.4	69,870	177,256	60,029	—	.....
1860	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,508	13,892	—	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayon, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196.568	—	.....
.. .. '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	492,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,969,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,168	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	.....
30 Sep. '59	108.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	167,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,068	.....	143.2	240,130	554,203	292,968	4	30
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,961	279,945	145,385	7	76½
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,586	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	50
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
.. .. '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	9½
.. .. '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	81,045	—	.....
.. .. '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,669,219	4,000	6	38
.. .. '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec. '58	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	114½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	....
Convert. (guar. by Dir.)	150,000	7	1863	....
Land Mortgage	23,500	7	1869	....
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	....	.....	....
Mortgage	109,500	....	.....	....
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	....
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	....
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	....
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	....
Stock, convert. (Coupon)	710,000	6	'63–'66	....
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	....
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	....
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	.....	....
Mortgage Coupon	2,500,000	6	1885	77
" "	700,000	6	1880	80
" "	1,125,500	6	1875	79½
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	.....	....
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	....
Income (1869 and 1870)	104,500	7	var.	....
Real Estate (1858, '61, '63, '68)	119,750	7	var.	....
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	....
2d Mortgage	445,500	6	.....	....
Camd. and Amb. R.R. Co.	244,000	6	.....	....
Black River and Utica:				
1st Mortgage	370,000	7	1869	....
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	....
2d Mortgage	300,000	7	1870	....
3d Mortgage Coupons	150,000	6	.....	....
4th Mortgage Coupons	200,000	7	.....	....
Sinking Fund	200,000	6	.....	....
Boston and Lowell:				
Mortgage	440,000	6	1873	....
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	....
Mortgage (convertible)	500,000	6	1860	....
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅞ in '59, ⅝ in '62)	200,000	7	var.	....
Unsecured	200,000	7	1864	....
Erie and North-East	149,000	7	.....	....
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	....	.....	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	....
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	....
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	....
Sterling (£225,000)	1,080,000	6	1864	....
New Loan iss'd $337,000)	2,500,000	6	1887	....
Unsecured	800,000	6	1863	....
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	....
Chattel Mortgage	380,000	10	1871	....
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	....
Unsecured	89,000	7	1862	....
Central of Georgia:				
Mortgage	106,267	7	1863	....
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	....
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	....
4th Mortgage (S. F.)	1,365,800	7	1876	....
Income (1858, '59 and '60)	1,172,200	7	var.	....
Income (iss. to Muskingum Co.	100,000	7	1862	....
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	.....	....
2d Mortgage	1,000,000	7	.....	....
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	....
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	....	.....	....
Chic. and Aur. 1st Mort.	399,000	7	1867	....
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	....
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	....
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	....
Chicago, Alton and St. Louis:				
1st Mortgage	.....	†	.....	....
2d Mortgage	.....	†	.....	....
2d Mortgage	.....	†	.....	....
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	....	.....	....
Income	62,000	....	.....	....
Real Estate 2d Mortgage	158,564	....	1863	....
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	....	.....	75
1st Mortgage	3,600,000	....	.....	41
2d Mortgage	2,000,000	....	.....	18
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	....	1867	96
2d Mortgage	950,000	....	1880	82½
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	....	.....	....
2d Mortgage	574,000	....	.....	....
3d Mortgage	158,000	....	.....	....
Income	250,500	....	.....	....
Tunnel Right	1,000,000	....	.....	....
Cleveland and Mahoning:				
1st Mortgage	694,500	....	.....	....
2d Mortgage	469,000	....	.....	....
3d Mortgage	38,800	....	.....	....
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	....
Special (Sunbury and Erie)	500,000	7	1874	....
Convertible Scrip	300,000	7	1880	....
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	....
4th Mort. (M.L.) or 3d Extension	1,154,000	....	.....	....
Income	118,000	....	.....	....
Dividend Bonds and Scrip	491,825	....	.....	....
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	....
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	....
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	....
C. and T. Income (convertible)	373,000	7	1864	....
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	....
C. and T. (S. F.) Mortgage	640,000	7	1885	67
Junction (Lloyd's)	5,000	7	1862	....
***Cleveland, Zanesville and Cin.:**				
.....	.....	.....	.....	.....
***Columbus, Piqua and Indiana:**				
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Columbus and Xenia:				
1st Mortgage	18,000	....	1859	....
Dividend (due 1860, '61, '62, '66)	272,700	....	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	....
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	....	.....	....
Cumberland Valley:				
1st Mortgage	116,500	....	.....	....
2d Mortgage	97,000	....	.....	....
Dauphin and Susquehanna:				
.....	.....	†	.....	....
.....	.....	†	.....	....
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	.....	....
2d Mortgage	2,200,000	8	.....	....
Dayton and Western:				
1st Mortgage	300,000	7	.....	50
2d Mortgage	.....	7	.....	45
Delaware:				
1st Mortgage	500,000	....	.....	....
Guarantied	65,000	....	.....	....
State Loan	170,000	....	.....	....
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	....	1871	....
1st Mortgage (E. Extension)	1,500,000	....	1875	91
2d Mortgage	2,600,000	....	1881	89
Income (due 1862, '65 and '67)	1,263,170	....	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	....
2d Mortgage	1,000,000	8	1866	....
3d Mortgage (convertible)	750,000	10	1863	....
4th Mortgage (G. W. R. R.)	500,000	8	.....	....
Dubuque and Pacific:				
New Construction	800,000	....	.....	....
Dubuque Western:				
1st Mortgage	344,000	†	.....	....
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	....
2d Mortgage (convertible)	710,000	5	1862	98⅝
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	....
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	....	.....	....
Endorsed by State of Tennessee	150,000	....	.....	....
Mortgage (ordinary)	760,688	....	.....	....
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	....	.....	....
Endorsed by State of Tennessa.	200,000	....	.....	....
1st Mortgage (after State)	100,000	....	.....	....
Redeemable in Stock	66,950	....	.....	....
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	....
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	....	.....	....
Evansville and Crawfordsville:				
.....	.....	....	.....	....
.....	.....	....	.....	....
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	....
Free Land, 2d Mortgage	1,500,000	8	1891	....
Florida and Alabama:				
Internal Improvement (State)	.....	7	1891	....
Free Land, 2d Mortgage	.....	8	1891	....
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	....
Free Land, 2d Mortgage	200,000	8	1891	....
Fox River Valley				
1st Mortgage	400,000	†	.....	....
2d Mortgage	180,000	....	.....	....
Galena and Chicago Union:				
Litchfield	52,015	7	1859	....
1st Mortgage (S. F.)	1,993,000	7	'62–'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
.....	.....	....	.....	....
.....	.....	....	.....	....
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	.....	....
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	.....	....
Old Sang. and Morg. Railroad	41,000	....	.....	....
2d Mortgage	323,000	....	.....	....
Chattel (Equipment) Mortgage	374,426	....	.....	....
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	....	.....	....
.....	.....	....	.....	....
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	.....	....
Land Security	5,000,000	7	1881	58
2d Mortgage (convertible)	757,000	7	.....	....
Plain	11,000	7	.....	....
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
.....	.....	....	.....	....
.....	.....	....	.....	....
.....	.....	....	.....	....
Houston and Texas Central:				
State (1st Lien) Loan	210,000	....	.....	....
Mortgage	125,000	7	1866	....
Hudson River:				
1st Mortgage	4,000,000	7	'60–'70	105
2d Mortgage	1,980,000	7	1860	96½
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1877	78
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	94
Construction	4,115,000	6	1875	94
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	.....	87
Income	281,500	10	.....	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	76
2d Mortgage	400,000	7	.....	84
Real Estate Mortgage	200,000	7	1868	70
Dividend	86,284	7	.....	....
Income and Domestic	176,000	....	var.	....
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	....
2d Mortgage	814,000	7	.....	....
Income	27,000	7	.....	....
Domestic	84,200	7	.....	....
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	....
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	....
2d Mortgage	230,000	6†	1861	....
3d Mortgage	250,000	6†	1862	....
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	.....	....
1st Mortgage	260,000	7	.....	....
2d Mortgage (convertible)	1,000,000	7	.....	....
3d Mortgage	600,000	7	.....	....
Guarantied by Covington	200,000	6	.....	....
Cincinnati (exchanged)	100,000	6	.....	....
Income (issued 1854)	400,000	10	1869	....
Income (issued 1855)	210,000	6	1860	....
Kent'ky Centr. (Lex. and Danv.):				
.....	.....	....	.....	....
.....	.....	....	.....	....
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	.....	....
City of Keokuk, (special tax)	150,000	10†	.....	....
Lee County, 20 years	150,000	8	.....	....
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	.....	....
City of Keokuk	200,000	8	.....	....
Henry and Louisa Company's	50,000	8	.....	....
Lehigh Valley:				
1st Mortgage	1,500,000	6	.....	....

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,760	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	82½
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,439	6	------	90
1st Mortgage (convertible)	500,000	8	------	92
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	955,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	68
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	70½
2d Mortgage	2,175,000	†	1877	50
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1863	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	293,000	7	1861	----
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	8,000,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	98½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	101½
2d Mortgage	4,000,000	7	1859	97
3d Mortgage (convertible)	6,000,000	7	1871	86
4th Mortgage (convertible)	3,729,000	7	1880	68
5th Mortgage	1,277,000	7	1883	86
Unsecured (convertible)	2,616,000	7	1871	66
Unsecured (convertible)	2,443,000	7	1882	66
Sinking Fund	2,193,000	7	1875	66
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	1,000,000	7	1867	85
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,230	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	816,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
---- ---- ----	----------	†	------	----
Peru and Indianapolis:				
---- ---- ----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	800,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'n Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	133,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	---	----	----
----	----	---	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Jan. 9, 1860.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	----	92	----	----	
U. S. 5s, 1865	----	----	----	----	----	
STATE STOCKS:—						
California 7s 87	----	88	----	----	88	
Georgia 6s	----	----	----	----	94	
Illinois 5s	----	----	----	----	----	
Indiana 5s	----	----	----	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	96½	97	----	
Louisiana 6s	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s 72	----	70	70	69	67	
New York 5s, 1874	----	----	----	----	----	
" 6s, 1865	----	----	----	----	----	
North Carolina 6s	----	----	----	----	----	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890 76	----	76	75	75	75	
Virginia 6s 77	----	76	75⅞	75	76	
RAILROAD SHARES:—						
Chicago, Burl. and Q. 67½	----	67	67	68	67	
Chicago and Rock Isl. 57	----	56¾	55	54	53	
Chicago and N. West.	----	----	----	----	----	
Clev., Painesv. & Asht.	----	----	----	----	----	
Clev. and Pittsburg	----	----	9	----	9½	
Clev. and Toledo 35	----	34	33⅞	33½	32	
Del., Lack. and West.	----	----	----	82	----	
Galena and Chicago 66	----	66	65	63	63½	
Hudson River 49	----	48½	48	46½	45½	
Illinois Central (scrip) 80	----	79½	78½	76	75	
Indianapolis and Cinc.	----	----	----	----	----	
Michigan Central 57	----	57	55½	54	53½	
M. S. and N. I. guar'd, 37	----	35	35	34	33½	
M. S. and N. I. 16	----	14½	14½	14	14	
Milwaukee and Miss. 10	----	----	----	----	----	
New Jersey Central.	----	110	----	----	110	
New York Central 79½	----	78½	78	78	77	
New York and Erie 39	----	38½	35	36½	35	
N. York and Harlem 15½	----	15½	16	16	15	
N. Y. and H. "pref." 38	----	38	39	38½	37	
Panama 114	----	116	116	114	114	
Phila. and Reading 39½	----	39½	40½	40	39½	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	
Chic. and N. W. 1st M.	----	42	41	----	----	
" " 2d M.	----	----	----	17½	18	
" " S. F.	----	----	----	----	----	
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	71	----	
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	
" 2M. 8p.c. '81	----	----	91	----	----	
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	
" 2M. 8p.c. '75	----	----	----	----	93	
Hann. & St. J. 1 M. 8s 55	----	55	55	55	----	
Hudson R. 1M. 7p.c. '69 105	----	----	105	105	----	
" 2M. 7p.c. '60	----	----	----	----	----	
" 3M. 7p.c. '75	----	85	----	----	86	
Illinois Centr. 7 p.c. '75	----	95	94	94½	94	
" " 6 p.c. '75	----	95	----	----	----	
L. Erie & Wab. 1 M.	----	----	----	62	62	
" " 2 M.	----	----	----	----	----	
Mich. Cen. S. F. 8p.c. '82 94	----	95	95	95	95	
" conv. 8p.c. '69	----	----	----	----	----	
Mich. Southern 1st M.	----	----	----	----	80	
" " 2d M.	----	----	----	51	----	
" " S. F. 73	----	75	----	----	75	
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	
" 2 M. 8p.c. '77	----	----	----	----	----	
Northern Ind. 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
N. Y. C. 6p.c. certif. '83	----	----	----	----	91	
" 1 M. 7 p.c. '64	----	----	----	----	----	
N. Y. & E. 1 M. 7 p.c. '67 101½	----	----	----	----	----	
" 2 M. 7 p.c. '59	----	97⅞	97	----	97	
" 3 M. 7 p.c. '71	----	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	80	----	----	
" 5 M. 7 p.c. '83	----	86	----	----	----	
" conv. 7 p.c. '62	----	----	----	----	----	
" " 7p.c. '71 70	----	----	----	----	----	
" S. F. '75	----	----	----	65	----	
N. Y. & H. 1 M. 7p.c. '73	----	----	----	96	96½	
" 2 M. 7p.c. '64	----	----	----	----	95	
" 3 M. 7p.c. '67	----	----	----	----	----	
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	
Ph. and Read. 6 p.c. '60	----	----	----	----	----	
" " 6 p.c. '70	----	----	----	----	----	
T. H. and A. 1M. 8s '72	----	----	----	----	----	
" " 2M. 8s '70	----	----	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank. 94	----	95	----	95	----	
America, Bank of	----	----	----	----	106½	
Commerce, Bank of 95	----	95	----	94	----	
Merchants' Exch. B'k	----	----	----	100	----	
Mercantile (Mar.) Ins.	----	----	----	----	----	
Commonwealth Bank	----	----	----	----	----	
Metropolitan Bank	----	----	----	----	103	
MINING STOCK:—						
Pittsburg	----	----	----	----	----	
Rockland	----	----	----	----	----	
Minnesota	----	----	----	----	----	
Isle Royale	----	----	----	----	----	
MISCELLANEOUS:—						
Del. and Hud. C. Co. 85	----	85	----	85	85	
Cumberland Coal Co. 8⅞	----	----	----	----	----	
Penn'a Coal Co. ---- 77	----	----	----	77	87½	
Pacific Mail S. S. Co. 89	----	89½	89	88	85	
Canton	----	16	----	15	----	
Brooklyn Water W's. 100	----	----	----	100½	100½	

The following are the closing prices in the London Market on the 22d December:

United States 5 p. c. red. '74	92½	to	93½
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	72	to	74
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	89	to	91
Do. do. 1st mortgage (sinking fund), 1883	86	to	91
Do. $100 shares	52	to	57
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	77	to	78
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	89	to	90
Do. 3d do. 1883, assented	80	to	81
Do. Bonds, 1862, '71, '75 do.	63	to	65
Do. Shares, assented	34	to	35
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	89	to	91
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, January 12, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The share market, after showing a very considerable recovery, has again fallen off within a few days under the less favorable aspects of the question of *secession*. No solution of it is apparent to the public mind, and the action of several other States, in imitation of South Carolina, has added to the magnitude of the crisis. The movement now appears to be beyond the control, even of the leading actors in it; and we can hardly expect to see a turn in the tide till the commercial and monetary effect of secession is fully seen.

This, we are confident, will produce a very vigorous reaction, but whether of sufficient force to restore anything like the previous *status* is altogether problematical.

The effect of secession must, as a matter of course, be an immediate and excessive commercial revulsion and disaster. The injury and loss to the seceding State must be severe and permanent. We do not say that the others will not be equal sufferers, but as they are not the movers, their case does not call for comment. The effect of the first step will be to cut the delinquents off from the use and benefit of the capital of the world, which in times of peace permeates and sustains each member of the great family. Thus far the South has depended upon the North—the North upon the old world. Up to the present time, the latter could not be rudely cut off from the use of foreign capital without suffering almost complete commercial annihilation. It would recover to be sure, and go on again adjusting its operations to its means. But the process it would have to go through, would to all parties engaged in business, be a fatal one.

The seceding States propose to brave such a result, to cut themselves off not only from the North, but from the Old World. Bankruptcy is the alternative. This will be soon experienced. With this experience the South will begin to revise their notions of political economy which have been greatly instrumental in urging them on. A person or community that produces cotton, is no more potential than those who produce food, gold and silver, or manufactures. The cotton States assumed a vantage in their favor which they did not possess. They are just as obliged to sell their products, and more so, than other parties are to purchase it. When this matter is fully understood, very different notions will prevail as to the value and commercial effect of the secession movement.

With regard to all our great staples favorable advices continue to be received from abroad, which will continue to give activity to our internal and export trade, and ensure an easy money market. The balance of trade is more decidedly in our favor then it has ever been. The imports into the City of New York for the year ending Dec. 31st, 1860, was $237,397,000, against $245,165,000 in 1859. The exports for 1860, were $145,682,000, against $137,695,000 in 1859.

Cleveland and Pittsburg Railroad.

At the annual meeting of this company recently held in Pittsburg, the following gentlemen were elected directors for the ensuing year:

Jas. Farmer, Jas. F. Clark, H. W. Clark, Cleveland; D. C. List, Wheeling; W. W. Holloway, Bridgeport; J. Pennock, J. H. Shoenberger, B. Preston, Pittsburg; H. C. Kingsley, New Haven; J. N. McCullough, Wellsville; J. Atwater, Jr., Catskill, N. Y.; B. P. Drennen, Steubenville.

From the report of the Directors which was presented we obtain the following statement of the earnings and expenses for 1860.

Receipts for 1860	$1,020,637 82
Operating expenses	564,497 14
Net earnings	456,140 68

—being 45⅔ per cent of the gross.

A comparison of the gross earnings during the past three years, shows as follows:

Total receipts for 1858	$772,093 53
" " 1859	906,710 03
" " 1860	1,020,637 82

The increase of last year's earnings over those of 1859, was about 12½ per cent., and over 1858, 32 per cent.

Steady progress has been made in the work of reducing the indebtedness of the Company as will be seen by the following figures:

Indebtedness reduced in 1858	$165,861 45
" " 1859	157,863 33
" " 1860	260,700 39

The judicious movements made with regard to the re-construction of the financial affairs of the Company, promise well for the interests of all concerned. The Report says:

The operating expenses were abont 55⅓ per cent. of gross receipts. In looking at this percentage, low as it is, it must be borne in mind that the road has suffered a succession of disastrous casualties during the past year. In the month of April the unparalleled flood undermined and swept away large portions of the river division, causing the stoppage of business for some time. The actual cost for repairing this damage was between thirty and forty thousand dollars. In October, the machine shop at Manchester was destroyed by an incendiary fire, causing a loss in the buildings and machinery, of about $15,000—the numerous bridges on the main line have nearly all been replaced by new ones, at a cost of over $11,000. All these are extraordinary expenses, but are included in the statement of operating expenses for the year.—The track has been extensively repaired, about sixteen miles of new rails having been laid down and new ties placed wherever required. The economical, and at the same time efficient management of the line, reflects great credit on President McCullough and Assistant Superintendent C. E. Gorham.

Little Rock Railroad.

This road is going forward very rapidly. Hands are at work on it at every available place, and there seems to be a laudible a determination on the part of the officers to put it through. The piers of the bridge are very nearly finished, and they are beginning to put the timbers upon the middle one. It is to be completed, we understand, by the first of February; and, in anticipation of it, the company is preparing to raise the track on the other side of the river to a level with it.—*Madison, Ark., Review.*

Texas Railroads.

We learn that the various railroads of this State are progressing with unabated energy. About three hundred hands are steadily employed on that section of the Harrisburg Railroad, between Columbus and La Grange, while it is said that equal or even larger numbers of laborers are engaged on the Houston and New Orleans and the Eastern Texas Railroad, nor can we learn that there has been any interruption in the work on the several other railroads of the State, all of which it is believed, will be able to meet the requirements of their respective charters to entitle them to the lands donated by the State.—*Galveston News.*

Baltimore and Ohio Railroad.

The following is a general statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, on the 30th September, 1860.

LIABILITIES.

Stock held by individuals	$5,427,300 00
Do. the City of Wheeling	500,000 00
Do. do. Baltimore	3,500,000 00
Do. the State of Maryland	685,000 00
	$10,112,900 00
Stock scrip not funded	6,002 00
Preferred stock (State 5 per cent. sterling bonds)	3,000,000 00
Loan redeemable in 1867, interest payable quarterly	1,000,000 00
Mortgage bonds given for iron (this entire amount is held in sinking fund for redemption of mortgage debts)	453,333 32
Loan redeemable in 1875, with conpons, interest semi-annually, in January and July	1,128,500 00
Loan redeemable in 1880, with coupons, interest semi-annually, in January and July	700,000 00
Loan redeemable in 1885, with coupons, interest semi-annually, in April and October	2,500,000 00
City loan	5,000,000 00
Dividend, declared 17th Dec., 1856, of portion of surplus fund, in certificates of indebtedness, to be converted into stock on the 1st of June, 1862	3,033,060 00
Interest unpaid on the dividend bonds of 1862	312,831 00
Open accounts	7,299 24
Unclaimed dues	20,258 43
Washington Branch road	225,681 44
Profit and loss	3,741,146 36
	$31,241,011 79

ASSETS.

Cost of road		$18,511,515 29
Second track		1,549,559 63
Rolling power		3,604,731 03
Real estate		1,252,968 59
Bonds of the Central Ohio R. R. Co.		400,000 00
Central Ohio Railroad Co.		41,371 48
Stock of the Pittsburg & Connellsville Railroad Co.		35,000 00
Northwestern Virginia Railroad Co.		1,603,703 38
Bills receivable, notes of Northwestern Virginia Railroad Co. for loans, etc.		476,982 42
Wellersburg & West Newton Plank Road Co.		6,050 00
Stock of the Washington Branch		1,016,800 00
Sinking fund—For the redemption of the five million loan		712,846 36
Do. for the redemption of mortgage debts		568,555 06
Do. for the redemption of ground rents on Camden station		74,969 93
Bills receivable		80,919 40
P. O. Depart. for mail service to Sept. 30, 1860		33,561 08
Cash in the hands of officers for disbursements		2,054 75
Outstanding dues		96,368 80
Uncollected revenue		370,225 62
Materials on hand in machinery department	$119,542 70	
Less fund reserved for renewal & improvement of machinery.	36,522 29	
		83,020 41
Road department—materials on hand		168,941 44
Treasurer—balance in treasury after payment of $75,000—interest on City Loan—and of $90,000, for interest on the mortg. bonds of the company, which matures on the 1st proximo, of which balance $312,831 is held for the payment of the remainder of interest on the dividend bonds of 1862		550,867 12
		$31,241,011 79

The Law of Patents in the British Provinces.

By T. D. Stetson.

A single patent may now cover Great Britain and Ireland, but such parchment has no effect whatever in any of the British Colonies. Each of the latter regulates by its own Legislation all the points pertaining to subjects of this character. Victoria (Australia) grants patents of fourteen years duration to either the inventor or any other person who may be the first to introduce or make known the invention there, the fees being heavy and payable as in Great Britain in instalments during nearly the whole lifetime of the patent. The North American Provinces, are from their proximity to us of more interest than any of the eastern colonies. Canada still persists in issuing patents only to her own citizens, and the patentee there must in all cases be the original and first inventor. The only legitimate and proper manner in which an American may secure his invention in the Canadas, involves an imperative necessity for a residence for one year in the province, before making the application for a patent. Whenever the United States shall see fit to repeal its discriminating tariff and allow foreigners to patent at the same rate as citizens, Canada will "reciprocate" by allowing Americans to patent there. A bill making such provisions has been before the Canadian Parliament, and has been printed, and it is generally understood by those best informed, that the action of the Parliament thereon, depends

mainly, if not entirely on the "reciprocal" action in the United States Congress.

New Brunswick and Nova Scotia are more liberal. New Brunswick has elaborate and well devised laws granting patents to her own citizens and to all British subjects, for a period of ten years, at a merely nominal fee compared with the tax in Great Britain, and to foreigners for a like period, or receipt of a double fee, the total Government charge to a Briton being but five pounds, and to a foreigner ten pounds. Any proper invention may be secured in that Province even after it has been known and patented for years elsewhere, provided it has not been introduced or published in the Province. No one can obtain a patent except the original inventor—or rather, as in this country, none other can *sustain* such if granted. McCallum's Railroad Bridge and several other important inventions originating in the United States, have been patented there with success, but always necessarily in the name of the American Patentee. No such patent endures after the expiration of the United States term.

Nova Scotia has a law apparently less liberal in its provisions, because making no provisions for patents by foreigners, but this is practically overcome in cases of importance by the passage of special acts putting the foreign inventors in those specific cases on a par with the native. The patent endures fourteen years and is subject to a Government tax of but one pound.

Finances of Missouri.

The following statement of the finances of this state is furnished by the Auditor of public accounts.

Amount of revenue received in the year ending Sept. 30, 1859	$823,360 11
Add proceeds of 400 revenue bonds sold to pay interest on Railroad bonds	382,238 00
Add amount received from General Government on account of Osage war	19,227 21
Total first year	$1,229,885 32
Amount of revenue received in the year ending Sept. 30, 1860	932,027 33
Total amount of revenue received in two years, ending Sept. 30, 1860	2,161,852 65
Amount of revenue expended in the year ending Sept. 30, 1859	$667,745 46
Amount of revenue expended in the year ending Sept. 30, 1860	523,297 18
	$1,191,042 64
The balance of revenue in the Treasury, Oct. 1st, 1860, is	$620,719 87

This balance, however, is mostly absorbed by the payment of coupons, on bonds issued to the Pacific, North Missouri, St. Louis and Iron Mountain, and Cairo and Fulton Railroad Companies, which coupons are now in possession of the State Treasurer.

The estimated receipts for revenue purposes in the two years ending Sept. 30, 1862, are	$1,760,000 00
And the ordinary expenditures during the same period	700,000 00
Leaving a balance in Treasury, Oct. 1st, 1862	$1,060,000 00

This balance of $1,060,000 is subject to a deduction of twenty-five per centum, each year, of the revenue receipts for school purposes, amounting to 440,000; and also to such appropriations as may be made by the General Assembly for extraordinary purposes.

The estimated amount of receipts on account of State interest Fund, for the two years ending Sept. 30, 1860, is $862,167 56.

These estimates are based upon the present valuation of property, and do not exceed the actual receipts into the Treasury during the last two years, so far as they relate to ordinary revenue purposes. Heretofore it has been found safe to estimate an annual increase of 15 to 20 per cent. The present gloomy aspect of National affairs is the reason why it has not been done in this instance. If the dangers which now threaten us should be averted, and our difficulties soon become amicably and permanently adjusted, restoring quiet to the country, and reinstating the confidence of our commercial relations so indispensable to activity and prosperity in all our industrial pursuits, these estimates will fall considerably short of the revenue we may reasonably anticipate.

THREE PER CENT. FUND.

It will be remembered that under a special law of the State, John W. Reid, of Jackson county, was appointed as Commissioner to obtain from the General Government a sum of money due to Missouri on account of the sales of the public lands in the State. The commission was faithfully, ably and successfully executed. The claim has been allowed and adjusted, and the money paid into the State Treasury. It remains for the General Assembly to authorize the just compensation for his services.

RAILROADS.

Among our State interests, the largest, financially considered, and therefore most deserving of your early profound and patient consideration, is that our railroads, and the obligations of the State incurred in their behalf. As is known to those who have given the subject any attention, no aid has been granted to our railroad companies within the last two years. The only changes, therefore, that will appear in an exhibit now, compared with that made in the last biennial message, are in the amounts issued and represented as due; a part of the latter, however, being in a condition of forfeiture. The figures are again presented in tabular form, as follows:

Name of Company.	*Amount. author'd.*	*Amount. issued*	*Amount. due.*
Han. and St. Joseph	$3,000,000	$3,000,000	.....
Pacific—Main Line	7,000,000	7,000,000	.....
Pacific—S. W. Br'ch	4,500,000	3,900,000	$600,000
Cairo and Fulton.	650 000	650,000	.....
North Missouri...	5,500,000	4,350,000	1,150,000
St. Louis & Iron M	3,600,000	3,501,000	99,000
Platte County....	700,000	7,000,000	.....
	$24,950,000	23,101,000	1,849,000

Amount of Revenue Bonds issued in 1859 and due on June 1st, 1861 ..... $400,000

The $1,150,000 represented as due to the North Missouri Railroad Company, and $99,000 to the St. Louis and Iron Mountain Company, have been forfeited by the failure of said companies to pay the interest accruing upon bonds already issued to them. They do not, therefore, now constitute in law, and without further legislation are not to be reckoned as any part of the contingent obligation of the State. The only bonds authorized and yet liable to be issued, are the $600,000 due the South-west Branch of the Pacific Railroad, which, with the whole amount issued, make an aggregate of $23,701,000, or, adding the four hundred revenue bonds, (due next July,) the proceeds of which were devoted to the payment of interest, the aggregate is $24,101,000; $849,000 less than the aggregate amount authorized. The interest due on January 1, 1861, has been met without any increase of the public debt; but this cannot be done next July under the existing laws affecting the public revenue. How the necessary means shall be provided, is a question deserving the special attention of the General Assembly. Unless a general distrust and monetary panic pervades financial circles, by reason of political troubles, I believe there will be no necessity of devoting to this use any portion of the public revenue now specially devoted to other purposes.

Grain Trade of Lake Michigan.

The following table shows the total shipments of flour and grain from Lake Michigan ports during the year 1860:

	Flour, bush.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	Flour and Grain, Total in bush.
Chicago	718,839	12,487,694	13,948,172	1,089,779	129,146	290,211	31,456,697
Milwaukee	285,612	8,161,982	114,444	161,965	35,785	108,793	10,000,369
St. Joseph	.....	25,000	.....	.....	.....	.....	25,000
Waukegan	.....	170,000	.....	25,000	.....	.....	195,000
Kenosha	3,160	279,203	.....	.....	.....	.....	295,003
Racine	10,861	862,961	.....	.....	.....	.....	907,256
Port Washingt.	6,765	31,410	.....	.....	.....	.....	65,235
Sheboygan	27,222	78,752	.....	.....	.....	.....	214,862
Manitowoc	5,000	30,000	.....	.....	.....	.....	55,000
Green Bay	36,187	109,941	.....	.....	.....	.....	290,876
Total	1,088,146	22,226,923	14,067,616	1,216,734	164,891	399,004	48,405,898

Debt of Boston.

The Mayor of Boston in his annual message thus states the debt of that city on the 1st instant:

Whole amount of debt	$9,392,799 77
Deduct the net water debt	6,243,680 00
City debt proper	$3,149,199 77
Deduct cash, in sinking fund	736,623 91
Debt for all city purposes except water	$2,412,575 86
Do. in 1851	1,845,927 84
Actual increase from Jan. 1, 1851, to Jan. 1, 1861	$566,648 02

A Horse Railway in Persia.

There is some talk, according to the Russian journals, of a horse-traction railway in Persia, from Teheran to Tauris, to facilitate the means of transport for passengers and merchandise toward the Black sea, with extension to Trebizond, or by Elivand Tiflis to Poli.

Columbus and Xenia Railroad

At the annual meeting of this road the following gentlemen were re elected Directors for the ensuing year: Wm. Dennison Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Joseph R. Swan, Geo. M. Parsons, of Columbus; W. H. Clement, Larz Anderson, Henry Hanna, of Cincinnati; Abraham Hivling, of Xenia, and Simon Gebhart, of Dayton.

At a subsequent meeting of the Board, the following officers were elected: Joseph R. Swan, President; W. H. Clement, Vice-President; E. W.

Woodward, Superintendant; Cyrus Fay, Secretary and Treasurer.

Texas and New Orleans Railroad.

We learn from the Houston *Telegraph*, that this road is being pushed rapidly ahead. The bridge across the Trinity at Liberty is nearly completed, and the iron is being laid upon it. The road is all graded between Liberty and Houston, and the iron is to be laid down by the 15th of January. The rails are laid the balance of the distance to the Sabine. The East Texas Railroad, from Sabine Pass, is graded to Beaumont, and the iron is being laid. It is expected that this will be done by the 15th also; so that the promise now is to have communication between New Orleans and Houston shortened by the middle of February, by an average of at least twelve hours.

DUBUQUE & SIOUX CITY R. R. CO.
ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861. The stock-books will be closed on the evening of 31st of January, until after the election.

4t2 JAMES M. M'KINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

DON PEDRO II. RAILWAY.

RIO DE JANEIRO, BRAZIL, September 18th, 1860.

PROPOSALS are invited for the Graduation, Masonry, and other items of Construction of 11½ miles of this work, extending from the western end of the Great Tunnel of the Serra du Mar down the valleys of the Sacra Familia and Pirahy Rivers to the banks of the River Parahyta.

The work is generally heavy, comprising 1,200,000 cubic yards Earth, 250,000 cub. yds. Rock, and 7,500 cub. yds. of Tunnel excavation, 9,000 cub. yds. Bridge, 8,000 cub. yds. Culvert, and 5,000 cub. yds. retaining Wall Masonry, together with iron Bridge Superstructure, permanent way and stations.

At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11½ miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

All payments will be made monthly in cash, a percentage being retained as security for the faithful fulfilment of the contract. This, however, may be dispensed with, in case a deposit is made in money, stocks or bonds approved of by the Directory; in the latter case, the depositor will be entitled to the accruing interest upon said security.

Parties unknown to the undersigned will be expected to present evidence of their ability from officers of works upon which they have recently been engaged.

This work is in a mountainous and perfectly healthy region, within 7 hours' ride of Rio de Janeiro. About 200 additional miles are located and remain to be placed under contract.

C. B. OTTONI, President.
ANDREW ELLISON, Jr., Eng'r in Chief.

RAILROAD MAP.

A NEW AND COMPLETE
LITHOGRAPHIC (COUNTY) MAP
OF ALL THE
RAILROADS IN THE UNITED STATES
AND CANADAS,
IN OPERATION, PROGRESS AND PROJECTED,
Always corrected to latest dates,
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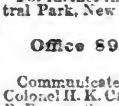
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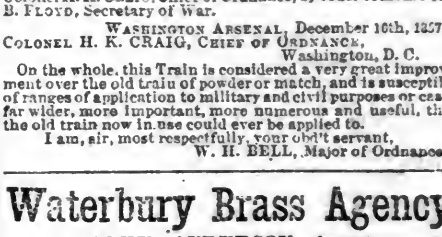
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It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling. The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

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WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

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Gutta Percha Cement applied to Tin and other Metal Roofs will render them perfectly and permanently water-tight.

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MOST DURABLE ROOFING KNOWN.

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It forms the best and cheapest lining for Stores, Granaries, Barns and Wooden Buildings, as rats, mice and other vermin will not touch it.

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Preferable to paint for covering Tin Roofs, protecting them for many years from rust, and rendering them water tight.

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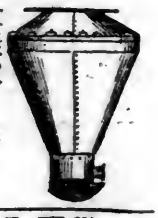
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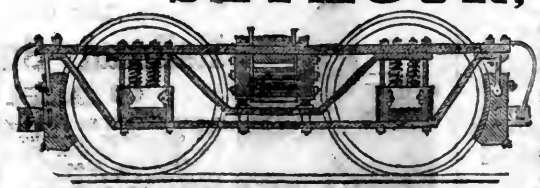
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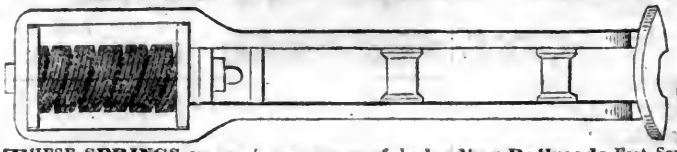
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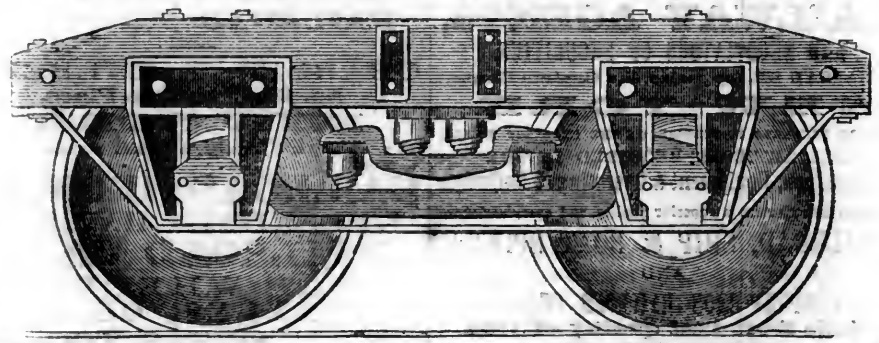
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 3.] SATURDAY, JANUARY 19, 1861. [WHOLE No. 1,292, VOL. XXXIV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 19, 1861.

Terre Haute and Richmond Railroad.

The earnings of this company during the fiscal year ending November 30, 1860, were:

From passengers	$172,804 34
" freight	199,302 81
" coal	13,137 00
" mail, express, etc.	19,355 46
	$404,599 61

And the expenditures were:—

Main expenses	$33,620 36	
Fuel	17,128 12	
Repairs of road	35,561 18	
" buildings, etc.	5,105 70	
" rolling stock	44,026 06	
Depot expenses	17,059 98	
Salaries of officers	5,700 00	
Foreign agencies	4,062 22	
Miscellaneous	9,563 00	
		171,826 62
		$232,772 99
New cars	$5,459 08	
Rebuilding bridges	7,433 38	
New station buildings, etc.	2,498 98	
		15,361 44
Net earnings		$217,381 55
Taxes	$5,738 87	
Interest and exchange	18,244 81	
		23,983 68
		$193,397 87

The gross earnings have increased $47,301 76
with an increase in expenses of 12,075 07

Making the increase of net earnings over last year $35,226 69

During the past year the company have paid two dividends of 5 per cent. each, amounting in the whole to $138,192.

We make the following extracts from the report of the President.

In October last, in connection with the Terre Haute, Alton and St. Louis, the Bellefontaine, and the Indiana Central Railroads, we put in operation a freight line, composed of cars built on compromise gauge. These cars can be loaded at Buffalo, Dunkirk, Pittsburg and Wheeling, and transported through to St. Louis, without being unloaded at each break of gauge, as has been the case heretofore, thus avoiding the delays of unloading and the risk of injury by frequent handling.

The road-bed and track are in perfect condition, and all the bridges safe and durable. The rolling stock and equipment has been maintained in excellent condition, and at an economical cost of repairs.

At a meeting of the Board of Directors, held May 9, 1860, the following order was passed:

"In consideration of the increase of business that would be given to the Terre Haute and Richmond Railroad by the continuation of the Evansville and Crawfordsville Railroad from Terre Haute to Rockville, in Parke County, it is ordered, that when the Board of Directors of the Evansville and Crawfordsville Railroad Company have a sufficient amount of stock subscribed, or other provision made, to complete the bridging and grading to Rockville, that this Company will furnish the iron for the track of said Extension, provided the cost of the iron does not exceed the sum of one hundred thousand dollars, delivered at Terre Haute, and provided further, that the Evansville and Crawfordsville Railroad pledge that Company to appropriate the income, above the necessary operation expenses of the Extension of said Evansville and Crawfordsville Railroad, from Terre Haute to Rockville, to the payment of the interest on the bonds, ($150,000,) being less than $6,000 per mile, which the Evansville and Crawfordsville Railroad Company propose to issue for the construction of said Extension."

An agreement was made with the Evansville and Crawfordsville Railroad Company as required by this order, and in compliance therewith, there has been furnished to the Evansville and Crawfordsville Railroad Company, the sum of $94,540 13, and we have received from the Evansville and Crawfordsville Railroad Company $100,000 of their seven per cent. bonds, interest payable semi-annually, and the payment of the bonds, secured by mortgage on that part of said Evansville and Crawfordsville Railroad Extension, from Terre Haute to Rockville, and including all fixtures, franchises and property attached to that part of said road.

The bonds were taken as directed by the Board at 90 cents on the dollar.

The laying of the track of the Extension of the Evansville and Crawfordsville Railroad to Rockville has been completed, and trains are now running on said Extension, and it will doubtless prove a valuable tributary to the business of this Company.

To the improved condition of the Terre Haute, Alton and St. Louis Railway, our important connecting line on the West, we are in a measure indebted to the successful business of the year. With that Company, as with all our connecting lines, our business relations are of the most friendly character.

LEDGER BALANCE.

	Dr.
Construction	$1,585,809 22
Union depot and track, Indianapolis	25,640 78
	$1,611,450 00
Evansville and Crawfordsville R. R. stock	24,429 89
Do. do. do. Extension	94,540 13
Madison and Indianapolis R. R. Income Bonds	1,600 00
Real estate for wood purposes	1,801 10
Real estate, 1859	10,000 00
Material	31,036 68
Fuel	15,000 00
Due for U. S. Mail	1,744 37
Farmer's Loan and Trust Co.	3,135 00
Bills receivable	78,794 83
Treasurer	96,849 62
	Cr.
Capital stock	$1,381,450 00
Bonds, 7 per cent.	230,000 00
Bills payable	46,647 98
Coupons unpaid	2,695 00
Dividends do.	1,016 30
Dividend declared, payable January	69,072 50
Surplus account	239,499 84
	$1,970,381 62

The following are the officers and directors of this Company, for 1860-'61:

E. J. PECK, *President* and *Superintendent*.
CHAS. WOOD, *Secretary*.
JOHN SCOTT, *Treasurer*.

Directors—Chauncey Rose, James Farrington, Demas Deming, H. Ross, Chas. Wood, William K. Edwards, F. Nippert, Terre Haute; W. H. Thornburgh, Greencastle; E. J. Peck, Indianapolis.

Product of the Anthracite Coal Fields of Pennsylvania.

1. Southern Coal District, comprising the Schuylkill, Pine Grove and Lykens Valley regions, contains ..... 75,950 acres.
2. Middle Coal District, comprising the Lehigh, Treverton and Shamokin regions, contains ..... 85,525 "
3. Northern Coal District, comprising the Wyoming and Lackawanna regions, contains ..... 76,805 "

Total of the three fields.. 238,280 "

First Coal Field: Name of outlet.	1860. Tons.	1859. Tons.
Phila. & Reading R. R.	1,878,156	1,633,150
Schuylkill Canal	1,356,688	1,371,753
Union Canal	35,489	51,877
Sch. & Susq. R. R.—west from P. G.	14,719	10,361
Lykens Valley Railroad	176,274	138,713
Total, First Field	3,465,326	3,205,854
Second Coal Field:		
Lehigh Canal	1,091,032	1,050,592
Lehigh Valley Railroad	730,642	577,652
Treverton Railroad	90,148	124,223
Shamokin Valley & P. R. R.	210,108	185,753
	2,121,930	1,933,220
Deduct from Lehigh Canal, Wyoming coal from Third Coal Field	100,277	71,099
Total, Second Field	2,021,653	1,862,121
Third Coal Field:		
Delaware and Hudson Canal.	1,201,091	1,279,849
Del., Lack. and Western RR.	1,080,228	829,435
Wyoming Canal	377,277	401,634
North Branch Canal	52,965	51,914
Wilkesb'e & Wh'e Hav'n RR.	100,277	71,099
Total, Third Field..	2,811,838	2,733,931
Recapitulation:		
First Field	3,465,326	3,205,854
Second Field	2,021,653	1,862,121
Third Field	2,811,838	2,633,931
Total, three Fields.	8,298,217	7,701,906
Barclay	27,718	30,143
Blossburg	97,571	51,441
Broad Top	187,853	130,596
Total reported in East Penna.	8,611,359	7,914,086

Delaware and Hudson Canal Coal Tonnage.

The following are the shipments of coal to Honesdale, over the railroad of the Delaware and Hudson Canal Company, for year 1860:

	Tons.		Tons.
Mines of the Co.	290,357	Richmond Co.	20,895
Eaton Co.	78,290	Offeman Co.	8,859
Jones & Co.	60,781	Brennau	4,492
Hosie & Co.	10,054	Vonstorch, (A. E. Al't)	7,274
Birdseye	32,111		
Chittenden	12,916		
Total tons			526,480
Shipped from Honesdale by canal			499,568
Shipped from Hawley, for Pennsylvania Coal Company			701,523
Tot. shipm'ts by Del. & Huds. Canal .		'60.	1,201,091
Do. do. do.		'59.	1,279,693
Do. do. do.		'58.	979,047

Delaware, Lackawanna and Western R. R. Coal Trade.

Coal business during the years—

	1860 Tons.	and 1859. Tons.
Shipped North	252,273	197,355
" South	827,954	632,079
Total	1,080,227	829,434
Increase in 1860	250,793	

The coal shipped in 1860 was distributed to the following points:

	Tons.
Scranton and on line of Northern Division.	29,344
Binghamton and for Chenango Canal shipments	65,948
Syracuse and for shipment	114,761
Ithaca " "	31,838
On line of N. Y. and Erie and connecting roads	10,382
Elizabethport	646,155
Line of Central Railroad of New Jersey	15,731
Washington and for shipment on Morris Canal	142,961
Southern Division Del., Lack. and Western Railroad	23,107
Total	1,080,227

The coal shipped as above was received from the following mines:

	Tons.		Tons.
Diamond	212,426	National Anthr.	85,538
Bellevue.	112,037	Stafford Brook	87,366
Hampton	129,196	Pine Brook	15,945
Scrant. Coal Co.,	50,993	Spencer's	33,106
Boston	66,032	Hyde Park	51,195
Clark's	71,190	Old Forge	5,628
Swetl.d (H.&Co.)	81,326	Greenwood	27,197
N. Y. & Penna..	51,017	Continental	34

Total by Del., Lack. and Western R. R.. 1,080,227
Coal mined and used by Lack. Iron and Coal Co. from their own mines, not mentioned in foregoing statement.... 79,645
Total 1,159,872

Yearly shipments of tons from time of opening railroad:

1851	6,000	1856	296,232
1852	67,487	1857	490,023
1853	97,358	1858	683,411
1854	133,964	1859	829,435
1855	188,865	1860	1,080,228
Total			3,873,003

The foregoing is the entire coal business of the Company, including that mined and used by the Lackawanna Iron and Coal Company for 1860.

Delaware Division Canal Coal Tonnage.

The quantity of anthracite coal cleared from Easton—where the Delaware Division Canal connects with the Lehigh Canal—

1860	639,323	tons.
1859	606,506	"
Increase	32,817	"

Lehigh Canal Coal Tonnage.

The quantity of coal cleared from the different places of shipment on the Lehigh Canal, for the season of 1860, and for the seasons of 1859 and 1858, was in these proportions, to wit:

From	1860. Tons.	1859. Tons.	1858. Tons.
Mauch Chunk	474,084	490,611	393,167
East Mauch Chunk.	163,499	150,407	179,204
Penn Haven	248,823	236,391	199,867
Rockport	104,349	101,851	67,118
White Haven	100,277	71,399	69,643
Total	1,091,032	1,050,659	908,999
Increase	40,373	61,660	

Delaware and Raritan Canal Coal Tonnage.

The Delaware and Raritan Canal, which is the intermediate navigation between tide-water on the Delaware river at Bordentown, and on the Raritan river at New Brunswick, 43 miles, with a feeder into which there is an inlet-lock at Lambertville, 15 miles above Trenton, is the *second* in rank among the coal carriers, being only exceeded in coal tonnage by the Philadelphia and Reading Railroad. Here are the figures:

	Tons.
Consumed on line of canal from Lehigh, by outlet	27,580
Consumed on line of canal from Schuylkill and Cumberland	16,656
Shipped from Trenton (from Bel. Del. R. R. 1860)	73,100
Shipped from Trenton (from Bel. Del. R. R. 1859)	396— 73,496
Through from Lehigh by outlet	314,237
" " " Bristol	1,059
" " Schuylkill, by Schuylkill Navigation	694,334
Through from Schuylkill, and beyond, by Reading Railroad	246,424
Through from Cumberland	27,210
Total in 1860	1,400,996

Lehigh Valley Railroad Coal Tonnage.

Names of the mines from which the coal tonnage of the Lehigh Valley Railroad was supplied for the years named:

	1860. Tons.	1859. Tons.	1858. Tons.
Hazleton	132,411	101,988	85,114
East Sugar Loaf.	126,855	105,303	85,322
Council Ridge	87,183	68,386	55,987
Mount Pleasant.	7,347	12,019	4,604
Spring Mountain	90,357	118,234	98,786
Coleraine	41,629	61,295	66,563
Beaver Meadow	17,149	inc. in Col.	inc. in Col.
N. Y. and Lehigh	37,987	43,661	42,415
N. S. Mountain	84,924	48,424	24,833
S. S. Mountain	1,061	19	2,853
Jeddo	28,503	.....	.....
Big Black Creek	37,377	1,189	.....
Ger'n. Pa. Coal Co	30,585	10,892	4,172
Other shippers	7,294	6,241	380
Total for 1860	730,642	577,652	471,929
Increase	152,990	105,723	52,694

Schuylkill and Susquehanna Railroad Coal Tonnage.

Quantity of coal transported over the Schuylkill and Susquehanna Railroad, in both directions, since 1855 inclusive; the road was opened to Auburn in 1854:

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1860	94,973	14,719	109,962
1859	81,600	19,857	101,457
1858	60,435	43,493	103,928
1857	44,801	37,484	82,285
1856	42,393	34,914	77,307
1855	34,731	17,763	52,494

Schuylkill Canal Coal Tonnage.

Quantity of coal cleared from the several points of shipment on the Schuylkill Navigation, for the season of 1860, and also for two preceding years:

From	1860. Tons.	1859. Tons.	1858. Tons.
Port Carbon	310,519	348,973	349,290
Mount Carbon	77,897	65,706	72,972
Schuylkill Haven	902,184	881,194	788,683
Port Clinton	66,087	76,148	112,859
Total	1,356,687	1,372,021	1,323,804
Increase	.....	48,217	47,815
Decrease	15,333	.....	.....
The shipm'ts for the se'n of 1857, were			1,275,988

During the season of 1860, very unusual suspensions of navigation occurred, from accident and flood.

Mine Hill and Schuylkill Haven Railroad Coal Tonnage.

Quantity of coal transported over the main road and branches of the Mine Hill and Schuylkill Haven Railroad Company's Railroad, for 1860, and also for the two preceding years:

From	1860—tons.	1859—tons.	1858—tons.
Ashland	517,792	442 086	278,119
Main road	389,671	392,527	395,847
Wolf Creek	285,393	198,598	245,459
Muddy Branch	147,083	127,397	110,488
Swatara Falls	121,636	129,901	109,079
West-West	103,909	128,892	170,932
Mount Eagle	71,344	53,141	46,164
Peaked Mountain	58,409	43,689	41,224
Middle Creek	40,144	12,230	20,115
Tremont	21,158	16,033	17,068
Locust Gap	2,422	.....	.....
Total	1,758,961	1,544,494	1,434,495
Increase	214,467	109,999	.....

New Jersey Central Railroad Coal Tonnage.

Quantity of coal transported over the Central New Jersey Railroad for 1860, and for previous years given:

	From Del. Lack. & West'n RR. Tons.	From Lehigh Valley RR. Tons.	Aggregate. Tons.
Through	646,155	221,672	867,827
Way	15,731	42,186	57,917
Total 1860	661,886	263,858	925,744
Total 1859	455,681	183,675	639,356
Total 1858	417,726	122,923	540,649
Inc. 1860	206,205	80,182	286,388
Inc. 1859	37,955	60,752	98,706

Coal Trade of Boston.

The imports of coals into the port of Boston, for the last two years, was from the sources named, in the proportions given, to wit:

	1860—Tons.	1859—Tons.
From Great Britain	22,556	26,407
" British Provinces	116,339	83,803
" Philadelphia	380,902	370,827
" Alexandria	47,651	47,044
" Baltimore	44,527	44,851
" other sources	111,328	107,603
Grand total	723,303	680,535
Total, foreign	138,895	110,210
Total, domestic	584,408	570,325

Belvidere Delaware Railroad Coal Tonnage in 1860.

Consumed on line of road	16,174 tons.
" at Trenton	31,548 "
Sent forward on the Camden and Amboy Railroad	25,486 "
Shipped to the eastward from Trenton	73,100 "
Total tonnage for 1860, all from the Lehigh	146,308 "

Quantity of coal transported over the Belvidere Delaware Railroad, received from Lehigh Valley Railroad at Easton and delivered at Trenton, or on the line of the road, in previous years.

	Through.	Way.	Total–Tons.
1859	121,774	13,431	135,205
1858	87,529	11,560	99,090
1857	112,720	10,528	123,248
1856	46,168	6,326	52,484

Erie (Penna.) Canal Coal Tonnage.

The coal tonnage of the Erie (Penna.) Canal for 1860, was 129,807 tons.

Same Company carried during the season 43,577 tons 1,796 lbs. iron ore.

Shamokin Valley and Pottsville Railroad Coal Trade.

The Quantity of Coal transported over Shamokin Valley and Pottsville Railroad for the

	Tons.
Year ending December 31, 1860	120,108
" " " 31, 1859	189,753
Increase	29,355

Philadelphia and Reading Railroad Coal Tonnage.

Amount of coal transported on the Philadelphia and Reading Railroad, during the fiscal years ending, respectively, Nov. 30, 1860, 1859, and 1858:

	1860.	1859.	1858.
Port Carbon	492,111	455,268	418,009
Mount Carbon	116,407	114,762	97,314
Schuylkill Haven	927,673	707,265	677,774
Auburn	94,027	77,513	55,478
Port Clinton	247,638	278,163	294,054
Total	1,878,156	1,632,931	1,542,645
Increase	245,224	90,285	.....

Chesapeake and Delaware Canal Coal Tonnage.

The quantity of coal which passed through the Delaware and Chesapeake Canal, from January 1 to Decembeer 31, 1860, was: Eastward, 152,371 tons; Westward, 70,068 tons; total, 222,439 tons.

The official year of this Company ends May, 30; for the last three official years, beginning, respectively, June 1, the following is the quantity of coal which passed through this inter-bay canal, whereby Schuykill coal is passed south to Baltimore; and Cumberland, and Susquehanna, and Broad Top coals are passed north to Philadelphia and New York:

	1860.	1859.	1858.
Eastward	137,494	129,485	122,060
Westward	55,910	45,659	55,802
Total tons	193,404	175,144	177,862

Susquehanna and Tidewater Canal Coal Tonnage.

The quantity of coal shipped down the Susquehanna and Tidewater Canals, from Wrightsville, in 1860, was 229,292 tons.

Total coal tonnage for year 1859 .... 198,180 tons
" " " 1858 .... 191,537 tons

Frostburg (Md.) Mining Region.

For the year ending Monday, December 31st, 1860, (says the *Frostburg Gazette* of January 5,) the following amounts of coal were shipped over the named railroads from the Frostburg mining region. Shipped over the George's Creek Coal and Iron Company's Railroad for the same period.

	Tons.		Tons.
Franklin	109,139	Piedm't (Pickell) Ca'l	20,721
Potomac	4,301	" " by G.C.R.	12,866
Barton	18,829	" American	85,348
Swanton	39,890	" Detmold	44,418
		George's Creek	94,305
Total			429,816

From Hampshire mines were shipped during the year 52,386

Cumberland Valley Railroad.

The receipts of this company for the years ending Sept. 30, 1859 and 1860, were:

	1859.	1860.
From Passengers	$67,886 34	$70,177 48
" Freight	96,099 63	107,296 09
" Mails	5,200 00	5,200 00
	$169,125 97	$182,673 57
Expenses	62,049 08	65,851 40
	$107,076 89	$116,822 08
The increase of gross receipts was		$13,547 60
" expenses "		3,802 41
" net earnings "		$9,745 19

The report says:—

The organization of this Company, the nature of its business, and the principles upon which its accounts are kept, are not likely to produce any remarkable results in its annual operations. We have always anticipated an increase of receipts, graduated by an increase in the improvements, and general advancement of the agricultural interests of our valley; and in the five and twenty years of our operations, we have never been disappointed, except by some accidentally occurring circumstance, which did but temporarily interfere between the intimate connection which exists with our population, the fruits of its industry, and the success of our road.

The right to convert the preferred stocks of the Company into their bonds, has been continued at each annual meeting; and at the last, the time was extended until December, 1861. It will be seen that in the last year there has been $17,500 of the first, and $6,500 of the second preferred converted; but for the last ten months there has not been a single instance of conversion of stock into bonds.

During the last year there has been 118 tons of new iron, and about 7,000 new white oak sills put into the road, the cost of which is all estimated in the ordinary expenses. Every year's experience serves to convince us more fully, that it is true economy in our management, to withhold no expense necessary to keep our road and rolling tock at all times in the best possible order: hence it will be seen that the per centage of the gross receipts expended, in view of the amount of business done, is as low as any other road in the country; and now, all our motive power is in good condition, and the road itself well prepared for the approaching winter's business. The iron roofing of the bridge across the Susquehanna at Harrisburg, has proved to answer all the purposes which were anticipated from it.

Since our last annual report, the Franklin Railroad from Chambersburg to Hagerstown has been completed in the most substantial manner, and we have been running the road, by contract with that company. Like all local roads, it will require time to develope the business of the country through which it passes; hence it will be seen, that the business upon it has gradually increased ever since it was opened, and doubtless will continue to increase for many years, until, it is believed, it will amply remunerate its enterprising owners.

The receipts of the company from all sources during the year were as follows:

Cash and cash items, Oct. 1, 1859	$59,663 78
Receipts from tolls	182,673 57
Rent and interest	1,558 43
Share of receipts on Franklin R. R.	6,250 83
Assets and materials sold	2,114 75
	$252,261 36

And the expenditures were:

Dividends on stock	$62,432 00
Interest on bonds	20,640 00
State tax on stocks and dividends	3,340 35
Ordinary expenses	65,851 49
Covering Harrisburg bridge	4,950 57
Expenses of Franklin R. R.	3,119 08
Increase of assets	1,042 83
Tolls due	12,528 38
Old claims	631 50
Sinking fund	33,860 66
Cash on hand Oct. 1, 1860	43,864 50
	$352,261 36

The Franklin Railroad was opened for business from Greencastle to Chambersburg on the 6th of February, and from Hagerstown to Chambersburg on the 29th of February last. The receipts have been:

From passengers	$8,190 64
" freight	4,311 04
	$12,501 68

GENERAL STATEMENT.

Cost of road and equipment	$192,111 06
Materials for use	10,339 90
Assets	2,564 28
Sinking fund	33,860 66
Cash and bills receivable	57,692 88
	$1,296,568 78
First mortgage bonds	$1,161,000 00
Second do.	109,500 00
First preferred stock	241,900 00
Second do.	243,000 00
Common stock	472,000 00
Interest and dividends	43,864 50
Profit and loss	20,810 13
Other liabilities	4,494 15
	$1,296,568 78

President—FREDERICK WATTS.
Sec'y and Treas'r—EDWARD M. BIDDLE.
Superintendent—O. N. LULL.

New York Canals.

The subjoined table exhibits the quantity and estimated value of each class, and of the property arriving at tide-water by the Erie and Champlain Canals during the season of 1860. The exhibit gives the total quantity of every article passing over the various Canals in this State, and coming into Hudson river. The past has been by far the most satisfactory and successful season to all interested in the navigation of the Canals.

THE FOREST.

ARTICLES.		Value.
Fur and Peltry, lbs.	143,800	$186,940
Product of Wood.		
Boards and scantling, 1,000 feet	552,915,900	9,261,340
Shingles M.	65,002	227,508
Timber, 100 c. feet	2,299,835	390,965
Staves, lb.	284,832,069	1,139,329
Wood, cords	5,953	24,526
Ashes, pot & pearl, bbls.	11,147	334,410
Total of the forest, tons	1,143,391	$11,580,117

AGRICULTURE.

Product of Animals.		
Pork, bbls.	7,320	$100,650
Beef, bbls.	11,048	88,384
Bacon, lbs.	460,964	46,096
Cheese, lbs.	12,797,542	1,023,803
Butter, lbs.	3,884,153	461,465
Lard, tallow, and lard oil, lbs.	929,285	102,221
Wool, lbs.	2,000,879	927,329
Hides, lbs.	13,100	2,020
Product of animals, tons	12,574	$2,766,694
Vegetable Food.		
Flour, bbls.	1,240,910	$7,135,234
Wheat, bush.	19,204,038	24,892,603
Rye, bush.	330,766	277,843
Corn, bush.	14,430,841	12,554,832
Corn meal, bbls.	8,708	39,497
Barley, bush.	2,817,794	2,254,096
Oats, bush.	6,836,209	2,734,483
Bran & ship stuffs, lbs.	28,241,551	282,416
Peas and beans, bush.	332,296	332,296
Potatoes, bush.	1,141,300	399,466
Dried fruit	590,109	59,011
Vegetable food, tons	1,367,563	$48,183,044
All other Agricultural Products.		
Cotton, lbs.	40,900	5,317
Unm'n'fac'd tobac., lbs.	221,452	35,432
Hemp, lbs.	127,035	10,168
Clover & grass seed, lbs.	19,250	1,540
Flaxseed, lbs.	199,432	3,980
Hops, lbs.	1,098,445	131,813
All other agricult. prod., tons	1,228	$284,240
Total agricultural, tons	1,381,364	$51,233,878

MANUFACTURES.

Domestic spirits, galls.	2,223,803	$292,180
Oil meal and cake, lbs.	1,103,227	16,548
Leather, lbs.	8,987,910	2,154,939
Furniture, lbs.	1,386,318	138,542
Bar and pig lead, lbs.	5,818,390	340,103
Pig iron, lb.	62,892,918	943,395
Bloom & bar iron, lbs.	33,808,322	929,757
Castings and iron ware, lbs.	2,247,885	67,437
Domestic woolens, lbs.	179,060	125,300
Domestic cotton, lbs.	1,013,003	253,251
Domestic salt, lbs.	7,491,107	37,445
Foreign salt, lbs.	8,000	80
Total manufactures, tons	67,165	5,321,367

MERCHANDISE.

Sugar, lbs.	15,500	$1,240
Molasses, lbs.	4,500	135
Nails, spikes, horse shoes, lbs.	5,072,490	202,900
Iron and steel, lbs.	3,637,732	145,500
Railroad iron, lbs.	1,649,153	49,475
Flint, enamel, crockery and glassware, lbs.	1,396,219	139,210
All other m'rch'dise, lbs.	10,693,968	3,208,891
Total merchandise, tons	13,040	$4,653,345

OTHER ARTICLES.

Live cattle, hogs, sheep, lbs.	86,919,221	$216,865
Stone, lime & clay, lbs.	87,919,068	439,596
Gypsum, lbs.	3,778,100	5,667
Mineral and bituminous coal, lbs.	58,836,240	147,091
Copper ore, lbs.	5,497,112	714,625
Sundries, lbs.	288,052,506	5,761,050
Other articles, tons	311,075	$7,669,878
Total tons	2,916,066	
Total value		$80,458,585

The total value of produce brought to tide water last year was $52,175,312. The increase, consequently, has been something over 50 percent. The values coming to tide water were larger the past year than in any previous,—those for 1856 reaching $74,877,937.

Orange and Alexandria Railroad.

We have received the report of this company for the fiscal year ending September 30, 1860, from which we learn that the revenue earned during that time was:

From passengers		$281,248 91
" mail		24,137 50
" freight		105,043 97
" Adam's express		8,352 97
" Manassas Gap Railroad		31,643 54
		$450,426 89
And the expenses were:		
Maintenance of road	$73,383 98	
" motive pow'r	53,800 97	
" cars	10,863 37	
Transportation expenses	57,176 43	
Use of Virginia Cent'l ro'd.	12,763 86	
Salaries, rent, taxes, etc.	20,224 94	
		228,212 16
Net revenue		$222,213 73

—or 49⅓ per cent. of the gross revenue.

Compared with the previous year the gross earnings show an increase of	$161,630
With an increase in expenses of	196,987
Making the decrease in net earning	$35,357

The President in his report says:

Considering that the receipts have been drawn upon the entire line of road only during a part of the year, and then only from passengers, and the further fact that the westward bound tonnage is nearly double the amount coming east, showing a heavy falling off in the production of the country from Gordonsville to Alexandria the past season, the result can not be regarded as otherwise than favorable, and is indicative of a large future increase when the whole work shall receive its legitimate trade and business, which hereafter it will be prepared to accommodate. The receipts of the road for the last six months, inclusive of the month of October, reaches nearly in the aggregate three hundred thousand dollars, and approximates an average of fifty thousand dollars a month. There is no reason to infer that the monthly receipts will hereafter fall below this average unless a permanent suspension of communication and of all relations of business should take place between the North and South. On the contrary, the prospect is very favorable to a large future increase in the business and receipts of the road. So far the local trade along the line of the extension has not been developed for want of proper accommodation—and owing to the imperfect condition of the connection at Lynchburg and the heavy cost of transhipment at that point the road has been deprived of its legitimate share of through freights. From both sources a valuable business ought hereafter to be derived.

In reference to the Extension to Lynchburg the report says:

In the report made to the last annual meeting the completion of the track to the north bank of James River was anticipated to take place by the middle of December, at which time the road could be operated with the aid of a line of Omnibus, and baggage wagons in the transportation of passengers and the mails. Owing to the unfavorable condition of the weather some further delay ensued, and the result was not attained as above until about the middle of January. In April last the bridge across James River, was finished, and the track laid down to the north bank of the James River and Kanawha Canal, and a passenger connection, formed thence with Lynchburg by a packetboat. Another expensive bridge was required at this last named point, which has since been completed, and the track laid to the depot of the company at Lynchburg, and the connection effected by rail with the Virginia and Tennessee Railroad. An unfinished cut at Bobb's creek, in Nelson, remains to be removed which is now in progress of execution, and will be completed, according to report of the Chief Engineer in the course of next winter. No obstacle to the present working of the road arises from this source as the difficulty has been obviated by the construction of a temporary track.

The precise cost of the extension has not yet been stated, and indeed, cannot be made out until the construction account has been closed. All the several items of expenditure will be found specially stated in the reports of the Treasurer under their respective heads. The total aggregate cost will amount to three millions of dollars, and may exceed that sum, when the final interest account and cost of equipment shall have been properly apportioned. The line of this road necessarily involved from its physical formation great difficulty and expense of construction. The work however has been executed in the most substantial and durable style, and will thereby require less annual outlay hereafter, for reconstruction, and repairs. The depot houses have been erected for the accommodation of the local business along the line, and the only additional expenditure now needed will be represented in the comparatively small amount required to build a suitable Station house at Lynchburg, and in finishing the remaining work at Bobb's Creek.

The length of the road and side track is 162 miles—making the average cost per mile for maintenance of road $452 98. The number of miles run by locomotives of this company was 270,846; by those of the Manassas Gap Railroad Co. 15,884—equal to 286,730 miles run—making the expenses of maintenance of road per mile run 25.4 cents.

The number of passengers carried on the trains during the year was 101,237, against 87,370 the year before; and 34,000 tons of freight, against 29,300 the previous year.

Some extraordinary expenses for repair both of track and bridge have been incurred during this year. It is believed that the expenditure for this purpose will be relatively diminished another year. New rails have been laid to Springfield Station, 7¾ miles from Alexandria. Nearly all the bridges between Alexandria and Culpeper, C. H. have been entirely removed or strengthened. Thirty thousand cross-ties have been put in the road, which with the extra labor and spikes, have tended to increase the repairs of road considerably over the average of past years. One freight and four passenger engines, six passenger, four baggage and ten freight cars have been purchased, and thirty freight and six ballast cars built at the company's shops. The equipment now consists of 16 locomotives, all but two which are in good order; 16 passenger, 4 mail, 6 baggage, 150 freight, and 15 construction cars. The complement is considered sufficient for a largely increased business. The extension to the machine shop at Alexandria has been completed by an addition for car building and repairs. A store house is now being constructed, and a building for the shelter and repairs of engines is in contemplation.

STATEMENT OF FINANCES.

The general financial condition of the Company, may be stated as follows, viz:

Receipts from commencement	$7,236,776 04
Disbursements from commencement	7,182,012 88
Receipts for the past fiscal year	1,415,387 01
Disbursements for the past fiscal year	1,342,414 01
Floating debt paid in the present year	295,100 56
Floating debt of the present year	590,056 89
Total indebtedness to October 1st, 1860, including accounts to Contractors, temporary loans, &c.	631,756 98

RESOURCES ON HAND AND AVAILABLE.

Due on stock subscription to Lynchburg Extension		24,055 70
Stock held by Company		69,515 00
Freight and other bills due		18,209 24
Material at shops and wood on line of road		45,514 64
Cash in Banks and available		9,249 12
		$166,543 70
Bonds of second issue 6 per cent.	$63,500	
Bonds of third issue 8 per ct.	19,000	82,500 00
		$249,043 70

The above is subject to a deduction on the bonds between their par value, and their market rates. These bonds are hypothecated to secure payments of existing obligations included in the foregoing statement of indebtedness.

The following is a statement of the stock in full, showing the amount subscribed, and how much remains due and unpaid.

Stock subscribed on road to Gordonsville		$1,357,500 00
Stock subscribed to Warrenton Br'ch		100,000 00
Capital stock to Gordonsville and all paid in		1,457,500 00
Subscribed by State of Virginia	874,500 00	
Subscribed by Corporations and individuals	583,000 00	

LYNCHBURG EXTENSION.

Capital stock		$1,500,000 00
Subscribed and paid by individuals	532,103 73	
Subscribed by Amherst County	50,000 00	
Due on individuals subscriptions	24,055 70	606,155 43
Stock unsubscribed and on hand		$893,840 57

Statement of Bond Account of the several issues, with the amount issued and on hand, October 1st, 1860:

First issue on Road to Gordonsville, dated November 1st, 1851, to run 15 years—matures November 1st, 1866, all issued		$400,000 00
Second issue, and 1st on Lynchburg Extension account, dated 1st of January, 1855, to run 20 years—matures 1st of January, 1875	$1,200,000 00	
Issued to 1st October, 1860	1,136,500 00	
Bonds on hand of this issue		$63,500 00
Third issue—8 per ct. Bonds and second on Lynchburg Extension, dated 1st May, 1858, to run 15 years—matures May 1st, 1873	$600,000 00	
Issued to 1st of October, 1860	581,000 00	
Bonds on hand of this issue		$19,000 00
Due State of Virginia for loan in 1858 and 1859, of		$400,000 00

This loan is on a yearly interest of 7 per cent. for thirty-four years, when the debt is extinguished.

In reference to the existing indebtedness of the Company, and the importance of making early provision for its payment, the report says:

The net earnings of the road will doubtless enable the Company to meet all its engagements if sufficient extensions could be had of its creditors. The length of time required, however, for the purpose, and the embarrassed present financial state of the country render this mode of relief objectionable. To fund the debt in some convenient form would be far more desirable and satisfactory both to the company and to its creditors. It is therefore recommended that authority be conferred upon the board of Directors to issue bonds to a limited extent for this object, to be secured by a further mortgage of the property of the Company, to run at long or short dates, as may be deemed most expedient. The basis of the present net receipts of the road will demonstrate the ability of the Company to pay the additional interest which will accrue upon the proposed issue of bonds by the Company. If the road in its imperfectly developed condition is now yielding an average of $50,000 per month, when all its connections are made, probable and prospective business realized, it is fair to assume that the amount will be increased to at least $60,000 per month. The annual interest now paid upon all the funded or mortgage debt of the Company is $172,000. Add $42,000 for interest on bonds now proposed to be issued to pay off floating debt;—this makes the sum of $214,000 of interest accruing annually. Allow $300,000 as necessary to pay working expenses, and leave, if the sum of $60,000 per month, or $720,000 per annum be assumed as the aggregate of gross receipts, $206,000 to be applied as a dividend upon the stock, and to provide a sinking fund for the ultimate redemption of the mortgage debt of the Company.

If it be decided as the policy of the Company to appropriate the net earning of the road in payment of dividends upon its stock to take effect as soon as practicable, and to be regularly maintained from year to year, it will become necessary in making the new issue of bonds to have regard to the payment of the mortgage for $400,000 maturing in November 1866, and to allow a margin for that purpose. The mortgage itself might specify that a certain amount of the bonds should be reserved to pay in part or whole the debt aforesaid. In this mode the financial condition of the company would be systematized, all its accruing interest provided for, a dividend of six per cent. per annum declared upon the whole capital stock, and the sum of $80,000 left to be applied as a fund to sink the permanent debt as it gradually matured. Of course the estimates submitted are predicated upon a permanent continuance of the existing political and commercial relations of the country.

The completion of this road marks quite an era in the history of the public improvements of Virginia. It gives a direct line of some 370 miles diagonally through the State, and completes the great interior from Baltimore to Memphis and New Orleans. Every year must add to the importance by this route and the value of its traffic.

President—J. S. BARBOUR.
Chief Eng'r and Sup't—H. W. VANDERIFT.
Treasurer—JAMES H. REID.

Finances of Ohio.

The Message of Gov. DENNISON thus states the Public debt of Ohio:

Foreign debt	$13,973,023
Domestic debt	277,210
Irreducable debt	2,677,600
Total debt	$16,927,834

The foreign debt is composed of the following items:

6 per cents. due in 1860		$6,413,325
6 " " 1870		2,183,531
6 " " 1875		1,600,000
6 " " 1886		2,400,000
6 " " 1861 (temp'y loan).		350,000
5 " " 1865		1,025,000
Stocks due in 1856, not bearing Interest		1,166
Total foreign debt		$13,973,023

The Governor remarks on this subject:

"The levy for the year 1861 for the payment of the interest and the gradual reduction of the public debt is one and four-tenths of the dollar. The same levy continued would result in the reduction of the public debt, in January 1871, to the sum of 11,670,392 20. The amount to be raised in the meantime to meet the accruing interest and principal of the debt by taxation—all the other sources of the sinking fund being nearly exhausted—would be $9,760,093 54, making the sums paid to Jan. 1, 1871, and to be paid thereafter on the principal of the debt, $21,430,465 74,

Instead of adhering to this mode of paying the public debt the Auditor proposes an addition of six-tenths of a mill on the dollar, to the present levy, making the entire levy two mills on the dollar, which will provide a sufficient sum to meet the accruing interest, and those portions of the principal of the debt maturing prior to, and on the first day of January, 1871, leaving then only $4,000,000 of the debt unpaid.

Under this plan the amount of principal paid from Jan. 1, 1861, to Jan. 1, 1871, would be	$9,897,241 20
The interest paid during the same period would be	5,676,233 50
Making a total paid on principal and interest	$15,573,474 70
Adding to this the principal of the debt remaining unpaid January 1871	4,000,000 00
And the total amount paid to January, 1871, and to be paid thereafter would be	$19,573,474 70

This is $1,856,991 94 less than would have to be paid under the present system prior to, and on the first of January, 1871.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	685,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,329,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,679	10	135
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	—	—	—	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,663	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	031,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	126
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	220.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,150	375,250	209,785	11	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,475,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	139.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	70
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	55
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,360	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	67
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	354,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	84
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Hante, Alton & St. Louis	7,008,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,824	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	223,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	309,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
31 Jun. '59	11.2	—	....	67.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,093	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,800,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,936	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	....	....	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	157.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	*857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	.....	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	56¼
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	208,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,820,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109½
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,158	54.0	316,522	654,673	337,648	7	106½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,915	—	68
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,503	659,485	267,450	6	104¼
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,206	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	115
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,328	14,087	—	104½
30 Nov. '59	8.6	—	—	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,227	341,826	136,386	6	104
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	16
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	54
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	14½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	—	—	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,242	328,692	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,221	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	—	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,154	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,528	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	429,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	354,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	—	68
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	51½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,299	12	107½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,964	520,672	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	52.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	129
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,244	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	63,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 N. v. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	*	439,005	1,575,099	50,000	.....	32.9	93,804	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,828	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'n)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	48
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	9
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	78
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,016	4,172,192	1,311,285	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	40
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	15
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480.684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,120	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	29	144	Wilmington and Manchester	2,580,238	*	201,500	1,127,511	1,060,000	111,886	2,892,960	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	325,060	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	.....	—	—	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	97½
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	113
30 Nov. '58	101.0	102.5	.....	—	42	—	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	34
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,125	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	79
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,320,030	18,784,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	429,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,556	436,228	4,407,764	119.0	.....	337,257	90,438	—	10
30 Sep. '59	52.5	—	3.2	—	11	8	60	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,420,512	881,609	—	80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,982,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,906,350	1,500,000	.....	.....	45.7	.....	625,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,820	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,702	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	—	.....	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,097	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	41
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	427 [illegible]	—	35½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance [est. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA. (*Continued.*)														
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	6,876,000	60.0	.....	60,438	.....	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	34,314,981	467.5	1,859,031	1,905,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	1,501,277	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	2,710,700	54.0	.....	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	1,141,766	24.5	.....	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	----	1,321,847	2,643,294	33.0	.....	96,227	54,552	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	19,169,869	29,507,130	148.0	.....	----	----	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	493,550	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,431	1,679,301	3,358,071	26.4	.....	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	350,847	—	1,500,000	2,361,973	161,272	4,148,920	8,172,165	----	.....	191,970	98,308	—	1
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	3,972,500	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	433,993	13.6	26,514	23,005	1,278	----	----
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----	----	1,916,515	217,577	----	----	2,134,092	13.2	.....	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	2,199,072	51.9	.....	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	1,585,000	109.6	.....	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	600,000	49.3	.....	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,762	324,161	—	1,429,068	1,145,000	345,546	2,919,554	5,839,168	164.5	.....	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	400,000	22.5	.....	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	1,081,947	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	4,111,650	102.0	.....	220,014	96,145	—	----
31 Dec. '58	136.0	106.0	----	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	14,844,361	242.0	.....	1,501,008	820,511	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	----	25.1	.....	----	----	—	----
								TENNESSEE.														
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	1,006,104	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,307	*	—	1,259,673	2,020,000	200,000	----	3,479,673	140.0	.....	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	2,829,061	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,564	3,809,949	2,659,000	260,112	7,627,797	14,356,858	291.0	.....	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	2,076,000	----	.....	----	----	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	1,038,721	----	.....	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	1,672,752	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	972,316	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	523,807	56,816	—	144,894	406,000	5,000	----	555,894	34.2	30,065	23,808	13,892	—	----
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,709	----	3,802,188	159.0	117,895	675,832	310,199	3	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	----	----	----	----	----	----	----	.....	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	1,660,466	45.8	57,950	127,053	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	1,038,439	30.0	.....	1,248	----	—	----
								TEXAS, (*all aided by State*).														
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'rdo	----	----	—	----	----	----	----	----	32.0	.....	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	----	56.0	.....	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	175,000	----	690,000	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	1,799,000	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	----	25.0	.....	----	----	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	----	28.0	.....	----	----	—	----
								VERMONT.														
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	----	----	2,000,000	90.7	98,856	92,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	12,784,282	119.6	395,762	354,288	81,561	—	----
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	----	----	1,780,683	2,730,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	20,552,598	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----	—	1,350,000	----	----	1,380,695	2,730,695	ope	r. by Vt.	Central	----	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,208,864	2,518,228	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	2,115,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,191	3,061,528	----	.....	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,509	118,789	----	3,864,159	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	2,245,895	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	6,187,834	103.5	345,427	248,004	loss	—	----
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	10,808,593	97.6	.....	288,297	157,572	—	----
30 Sep. '59	123.3	10.1	----	—	19	15	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,305,300	1,851,500	292,842	4,745,256	8,194,898	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	882,200	102,500	5,789	1,486,527	2,477,016	80.5	.....	326,554	213,852	7½	----
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	----	2,930,546	143.2	240,130	554,203	292,988	4	30
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	1,782,668	78.6	159,981	279,945	145,385	7	76½
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	1,067,411	43.5	1,058,054	163,753	79,585	6	64
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	742,812	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	3,009,585	80.0	.....	240,446	121,053	7	----
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	13,477,918	195.0	304,195	652,405	382,696	4	60
30 Sep. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	14,544,970	214.9	387,413	672,894	278,759	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	444,736	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----	1,525,000	55.0	.....	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	44,565,306	199.8	.....	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	660,000	246,365	1,908,555	3,814,920	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	1,101,200	42.0	10 mos.	60,066	----	—	----
31 Dec. '58	191.9	42.5	25.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	17,013,090	254.4	.....	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	477,861	50.0	.....	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,729	1,417,000	1,085,228	5,692,471	10,900,428	86.0	.....	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----	—	----	----	----	operated	by	Fox Riv	er Vall.	----	----	—	----
								FOREIGN COMPANIES.														
								CANADA.														
31 July '59	158.5	—	----	—	26	21	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	8,020,390	158.5	363,213	----	----	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	----	81.0	166,245	----	----	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	----	48.0	.....	----	----	—	12
30 Sep. '58	624.9	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,003,128	31,351,133	----	46,954,261	93,308,522	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	126.0	----	—	87	126	1,689	Great Western	22,153,521	*	—	14,054,908	8,480,849	----	----	22,535,757	357.0	1,360,900	----	----	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	----	24.0	37,081	----	----	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	----	96.6	254,530	----	----	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	----	54.0	89,222	----	----	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	----	25.0	.....	----	----	—	----
								NEW BRUNSWICK.														
30 Nov. '58	29.9	0.9	----	79.3	----	----	----	European & North American	2,100,356	*	—	----	----	----	----	----	29.9	.....	----	----	—	----
-- -- '59	60.0	—	----	—	----	----	----	New Brunswick and Canada	988,746	*	—	868,493	----	70,253	988,746	1,927,492	60.0	.....	----	----	—	----
								NOVA SCOTIA.														
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	----	61.5	.....	----	----	—	----
								NEW GRANADA.														
-- Dec. '58	48.7	—	----	—	----	----	----	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	15,400,000	48.7	.....	1,925,444	1,390,160	12	114

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	77½
" "	700,000	6	1880	77½
" "	1,128,500	6	1875	77½
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '62, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Steri'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (less'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1880	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	196,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	376,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,565,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				----
1st Mortgage	1,397,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,500,000	---	------	42
2d Mortgage	2,000,000	---	------	17½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	100
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	70
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1851	89
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	700,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	55
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	105
2d Mortgage	1,980,000	7	1860	97
3d Mortgage	1,840,000	7	1875	86½
Convertible	1,002,000	7	1877	75
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	94½
Construction	4,115,000	6	1875	94½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "Var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	---------	---	------	----
Mortgage	---------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,000,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	92
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	68
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	75
2d Mortgage	2,175,000	†	1877	51½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	---------	---	------	----
----	---------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	95
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	8,000,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	98½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	101½
2d Mortgage	4,000,000	7	1859	97
3d Mortgage (convertible)	6,000,000	7	1871	86
4th Mortgage (convertible)	3,729,000	7	1880	68
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	66
Unsecured (convertible)	2,443,000	7	1862	66
Sinking Fund	2,193,000	7	1875	64
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	96½
3d Mortgage	1,000,000	7	1867	77
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	---------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¾
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	---------	7	35 y's	----
Free Land	---------	---	------	----
Peoria and Oquawka:				
----	---------	†	------	----
Peru and Indianapolis:				
----	---------	†	------	----
Petersburg:				
Mortgage (due 1865 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91¾
Mortgage	1,572,800	6	1860	91¾
Mortgage (convertible)	886,000	6	1860	91¾
Mortgage (convertible)	134,000	6	1860	91¾
Mortgage	3,209,600	6	1870	79¾
Mortgage (convertible)	3,586,500	6	1886	66¾
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
McKeesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	---------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	856,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Saud'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,900	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L.Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	---------	---	------	16¾
2d Mortgage	---------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£399,900)	1,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	---	------	----
----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Jan. 16, 1860.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1874	----	97	94	----	----	
U. S. 5s, 1865	----	----	93	90⅞	91	
STATE STOCKS:—						
California 7s	87	87	87	87½	----	87½
Georgia 6s	----	----	----	----	----	94
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	96½	96½	96	
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	68	68	67	68	69	68½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	105	----	105	----	----	
North Carolina 6s	----	----	74½	74½	74	74
Ohio 6s, 1860	98	----	----	----	----	----
Tennessee 6s, 1890	75	75	75	74	74½	74
Virginia 6s	75	75½	75½	74	75	74
RAILROAD SHARES:—						
Chicago, Burl. and Q.	67	68½	69	68	69½	70
Chicago and Rock Isl.	53½	54½	53	54	56	55
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	10	----	
Clev. and Toledo	34	34	33½	33	34	34½
Del., Lack. and West.	80	----	----	----	----	----
Galena and Chicago	64½	65½	66	65	63½	67
Hudson River	47	47	46½	46¾	47½	----
Illinois Central (scrip)	75	77	76½	77½	81	84
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	52	52½	53	53	54	54
M. S. and N. I. guar'd	33	----	33	33	34	34½
M. S. and N. I.	14½	14½	14⅜	14½	14¾	14⅝
Milwaukee and Miss.	12	12	----	11½	12	----
New Jersey Central	110	----	----	----	107½	107⅞
New York Central	77	77	77½	77	78	78
New York and Erie	35	37⅛	37½	38½	39½	40
N. York and Harlem	15	15½	15¼	15½	15½	15
N. Y. and H. "pref."	38	38	38	38	38	38
Panama	115	115	115	----	115	----
Phila. and Reading	39½	39	39	39	40	41
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	----	42	42	42
" " 2d M.	----	----	----	----	----	17½
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	70	----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	91½	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	----	----	----	----	95	----
Hann. & St. J. 1 M. 8s	----	----	55	55	55	----
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. 7p.c. '60	97	97	----	----	----	----
" 3M. 7p.c. '75	----	----	----	86½	----	----
Illinois Centr. 7 p.c. '75	----	94	----	----	94⅛	----
" " 6 p.c. '75	----	94	----	----	----	----
L. Erie & Wab. 1 M.	----	----	----	61	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8p.c. '82	----	95½	----	95	95	95⅜
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	78½	----	----	80	----
" " 2d M.	----	51⅛	----	----	----	----
" " S. F. 75	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	52	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	102	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '59	----	97	----	----	97	----
" 3 M. 7 p.c. '71	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	85	----	----	----
" conv. 7p.c. '62	----	65	66	----	66	----
" " 7p.c. '71 63	----	65	----	----	----	----
" S. F. '75	----	----	65	64	----	----
N. Y. & H. 1 M. 7p.c. '73	96½	96	----	----	96	96½
" 2 M. 7p.c. '64	96½	----	----	----	----	----
" 3 M. 7p.c. '67	76	----	----	----	----	77
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	94	----	----	----	----	----
America, Bank of	----	----	----	106½	106½	----
Commerce, Bank of	94	94	92	----	----	91
Merchants' Exch. B'k	----	----	100	100½	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	----	----	103
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	----	----	----	----
Cumberland Coal Co.	----	8½	----	----	----	----
Penn'a Coal Co.	77	----	----	----	----	----
Pacific Mail S. S. Co.	87	88	88½	88	89½	89½
Canton	----	15	----	----	14½	----
Brooklyn Water W's.	100½	100½	100½	----	100½	----

The following are the closing prices in the London Market on the 31st December:

United States 5 p. c. red. '74	88	to	90
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	88	to	90
Do. do. 1st mortgage (sinking fund), 1883	86	to	91
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	86	to	88
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876	95	to	97
Do. $100 shares	76	to	80
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	79	to	81
Do. Bonds, 1862, '71, '75 do.	62	to	64
Do. Shares, assented	34	to	34½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, January 19, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The market for the past week has been characterized by a greater steadiness, with some improvement in prices. The progress of events does not indicate any adjustment of our political difficulties, but as we are becoming accustomed to them, the public mind is recovering tone. Dissolution is accomplished on paper, and we can hardly expect to see the immediate return of the seceding members of the confederacy. There is an almost universal desire to avoid hostilities, and this may secure a peaceable separation should this be inevitable. The commercial relations of the two sections are so intimate and important, that every effort will be made to preserve these. The example of the relations between the United States and Canada, proves that similar relations may be sustained on the other side of us, could the gordian knot be fairly untied.

But for our political troubles the present year would have been the most active and prosperous ever witnessed in this country. The internal trade of this country is still very active. Large quantities of produce are coming forward, and the earnings of the Railroads in the Northern States, particularly, are well maintained. The foreign demands is active for all our staples, and will probably continue till the new crops is raised.

Philadelphia and Reading Railroad.

We have received the report of this company, but too late for insertion this week. The total receipts for the past year was $3,312,546; expenses $1,686,561; net earnings, $1,625,984. The interest on the funded debt was $731,121, leaving a dividend fund of $839,863. Out of this was paid

the bonus for extension bonds $385,531. The excess of gross earnings over 1859, were $588,253; net $380,169. We shall give the report next week.

Anthracite Coal Trade of the U. S. for 1860.

We give elsewhere full statements of the anthracite coal trade of the United States for 1860, for which we are indebted to the *U. S. Railroad and Mining Register.*

Boston and Providence Railroad.

At the Annual meeting of this Company held on the 9th inst., the following gentlemen were elected Directors for the ensuing year, viz: C. H. Warren, Joseph Grinnell, John Barstow, George W. Hallet, Samuel T. Dana, J. Huntington Wolcott Christopher C. Chadwick.

The annual report of the fiscal year ending December 1, 1860, was presented from which we learn that the gross earnings during that time were:

From Passengers	$338,547 26
" Freight	306,515 28
" Rents	9,712 76
" Express	7,494 96
" Mails	7,850 00
" Interest on loans of cash	9,910 60
" Dividend on stocks	5,600 00
	$685,630 86

And the expenses were:

Coal, Wood and Water	$37,763 64	
Repairs of road	36,000 00	
" Engines	24,000 00	
" Cars	26,500 00	
" Stat'a & fixtures	24,000 00	
" Bridges	9,000 00	
" Fences	3,000 00	
Oil and water	6,761 53	
Taxes and Insurance	9,087 98	
Transportation expenses.	93,416 30	
New Iron and sleepers	28,000 00	
All other expenses	28,378 43	
Total inclu'g ren'l fund	$325,907 88	
Interest paid on bonds.	10,236 12	336,144 00
Net earnings		$349,486 86

Compared with the previous year the gross earnings show an increase of $30,957 33
With an increase in expenses of 8,564 16

Making the increase in net earnings $22,393 17

The actual expenses were less than those charged by the sum of $16,066,34 which was carried to the several renewal funds. There is also added to the expense account the cost of one new locomotive, two passenger cars, and thirteen cars which more than covers the depreciation of the rolling stock. During the year another track has been laid from Readville to Sharon, 10 miles, thus completing the double track between Boston and Mansfield. The cost of this new track was $73,188 98. A purchase of 384,175 feet of land adjoining the Company's premises in Boston, has been made at a cost of $132,657 80. The cost of the new track and land has been paid in cash. During the year the funded debt was reduced by the sum of $11,500; and on the 1st January, 1861, another payment of $30,000 was made, leaving still due the sum of $132,750, payable at different periods before 1869.

The cost of road and equipment November 30, 1859, was	$3,569,066 24
Do. November 30, 1860	3,160,000 00
Amount of reduction	$409,066 24

—of which, the reduction on the cost of the road was charged to the surplus earnings, and the reduction on cars and engines to expenses of each year.

General Balance Sheet.

Construction, including iron		$3,057,900 00
Equipment		102,100 00
Notes receivable		169,061 97
Cash in bank		23,084 70
Cash balance due the company		45,973 70
Stock held by the company		71,400 00
Land in Roxbury and Canton		29,068 50
Property to represent surplus and funds for renewal		23,717 65
Materials on hand		55,743 74
Real estate purchased (as above) May 11. 1860	$132,657 80	
Cost of filling the same	6,996 07	
		139,653 87
		$3,717,704 13
Capital stock		$3,160,000 00
Bonds payable 1861 to 1868		162,720 00
Dividends unclaimed		2,695 50
" 4 per cent. due Jan. 1, '61		126,400 00
Cash balance due from the Company		46,174 82
Funds for renewals		57,315 74
" for losses by fire over insur'ce		15,000 00
Income account—balance surplus earnings		147,398 07
		$3,717,704 13

Providence and Worcester Railroad.

The receipts of this road for the fiscal year ending November 30, 1860, were:

From passengers	$150,419 22
" merchandise	229,689 88
" mails, rents, etc	13,479 78
	$393,588 88

And the expenses were:

Fuel	$17,340 45	
Oil	2,718 62	
Repairs of cars	14,730 64	
Cost of new cars	12,498 57	
Repairs of locomotives	7,693 22	
Cost of new locomotives	7,500 00	
Maintenances of way	54,895 37	
Passenger expenses	21,961 36	
Freight "	29,977 32	
Miscellaneous expenses	26,499 61	
		195,815 16
Net earnings		$197,773 72
Deduct interest paid on bonds during the year	$13,965 00	
Less interest, dividends, etc., received	7,431 10	
		6,533 90
Net income for the year		$191,239 82
Cash received from sales of stock		50,000 00
Material on hand		37,357 81
Notes "		11,722 25
Cash "		46,553 47
Total		$336,873 35

Accounted for as follows, viz:

Dividend paid Jan. and July, 1860	$108,188 00
Bonds paid Aug. 4, 1860	100,000 00
Land purchased	732 48
Materials on hand Nov. 30, 1860	33,461 07
Notes	5,746 00
Cash and cash items	88,745 80
Total	$336,873 35

The company have largely increased their business the past year, particularly in freight. In the matter of repairs, six miles of track has been laid with new iron. The company have also expended about $20,000 in constructing and repairing cars, all of which has been charged to current expenses.

In August last, the bonds of the road, amounting to $300,000, became due. Of these, $50,000 were paid from the earnings of the year, and $50,000 more from a sale of 500 shares of the stock, making the capital stock $1,600,000, instead of $1,550,000, as per last report. The remaining bond debt of $200,000 was extended, payable in sums of $25,000 every six months. $80,000 of this having the longest time to run, was sold at a small premium, and the balance was continued at six per cent. interest, with the option to pay the whole or any part, on giving to the holders six months notice; in pursance of which, notice has already been given to take up $25,000 in February next, and a further sum of $25,000 in May next.

The road is in first rate condition and has come to be one of the best investments of the kind. Dividends for the past 5 years having averaged 7 per cent. It traverses one of the finest manufacturing districts in New England having a rapid development. A steady increase of earnings is thus secured for the future.

General Statement.

Construction	$1,442,470 59
Cars	148,923 08
Locomotives	105,642 46
Stock in Providence and Worcester Railroad Company	39,800 00
Materials on hand	33,461 07
Notes on hand	5,746 00
Cash on hand	88,745 80
Total	$1,864,789 00
Capital stock	$1,600,000 00
Bonds outstanding	200,000 00
Dividends	64,789 00
Total	$1,864,789 00

Equipment Account, *November* 30, 1860.

Locomotives—same as last year	12
Passenger cars—same as last year	18
Merchandise Cars—as follows:—	
Eight wheel box cars	59
Four wheel box cars, (ad'd the pre't, year 16)	46
Eight wheel flat cars, (ad'd the " " 2,)	58
Four wheel coal cars, (ad'd the " " 35,)	145
	308

President—Earl P. Mason.

Directors—Horatio H. Slater, Earl P. Mason, James Y. Smith, Alexander DeWitt, Paul Whitin, Harvey Chace, Thomas P. Shepard, William M. Bickford, Henry Goulding, Isaac Davis, Edward Harris, Isaac H. Southwick, Edward Pearce, Duty Greene, Benjamin E. Bates, Henry Chapin, William S. Slater.

Treasurer—John R. Balch.

Superintendent—Stephen H. Tabor.

Norwich and Worcester Railroad.

At the annual meeting of the stockholders held at Norwich on the 9th inst., the following named gentlemen were chosen directors for the ensuing year: Augustus Brewster, Charles Johnson, Jedediah Huntington, John A. Rockwell, J. Newton Perkins, Norwich, Conn.; John T. Wait, Moses Pierce, Norwichtown; Robert Bayard, John A. Weeks, New York; Alex. DeWitt, Oxford, Mass.; A. D. Lockwood, Killingly, Conn.; Henry K. Horton, Boston; Francis H. Dewey, Worcester, Mass.; Vachel Worthington, Cincinnati, Ohio. At a subsequent meeting of the directors, Augustus Brewster was chosen President; George L. Perkins, Treasurer.

The City of Boston, one of the new boats to run between Allyn's Point and New York, in connection with this road, has just been launched

from the yard of Sneeden & Co., at Greenpoint, Long Island. She will be completed in season to take her place on the line in May next. The other new boat, the City of New York, will be ready for service at nearly the same time.

Journal of Railroad Law.

SAILING OF VESSELS; WATCH TO BE KEPT; NEGLIGENCE IN DISCOVERING INJURIES; CONDITION OF VESSELS IN PORT.

We reported last week the case of the Amoskeag Manufacturing Co., *vs.* the Steam Ferry-Boat John Adams, and after stating the facts we gave so much of the opinion as bore upon the defence set up by the defendants that the accident was inevitable.

There were other defences set up which we think would be of interest to our readers and which we now propose to give. For the second defence, it was insisted on the part of the defendants that a ship situated as the plaintiff's vessel was is bound to keep a watch; for a third defence, that the master was guilty of gross negligence for the reason that he did not earlier ascertain that there was a leak in the vessel, and commence to move his cargo; and for a fourth defence it was insisted that the ship was unsound or the force of the collision would not have been sufficient to produce the injury complained of.

No rules of law are more important than those which govern the sailing of vessels upon the high ways of the nations, and they are obviously necessary to those to whom is assigned the conduct and care of the property transported by all classes of vessels. Employees are apt to be careless, and when they add to carelessness ignorance they make up the sum of incompetency. For whether an accident be the result of carelessness or ignorance the party at whose door the charge is proved must bear the loss. It is also true that oftentimes it is a delicate subject to determine, in the variety of circumstances which arise exactly what one's whole duty is, and we have only to resort to the tribunals where such cases arise, their merits considered and a decision rendered, to guide us in the determinating of our proper cause when we ourselves may be called upon to act.

It will be remembered that on the 20th of January 1859, the ship Aldenah, laden with nine hundred and sixty bales of cotton, was lying moored at Battery wharf, in Boston, where she was run into by the ferry-boat John Adams, and among other damages the stern post of the ship was started, and her wood ends forced open, causing her to leak to such an extent that the cotton on board, belonging to the libellants, was wet and damaged, for which the libellants claimed that the respondents should indemnify them. The ferry-boat was at the time of the collision lost in a fog and had been carried from its course by the tide during a stoppage; and was borne chiefly by the force of the tide, which was running very rapidly, the machinery not being in motion. At the time the master was in the pilot-house, twenty-eight feet above the level of the water, and so dense was the fog that he could only see the "glimmer of men on the deck of the steamer. The whole crew consisted of the master, engineer, firemen, and two deck hands. One deck hand was stationed forward as a look-out, and was assisted by many of the passengers who stood forward. The following is the opinion of the Court upon the points above stated.

Clifford J. Second, It is insisted that the ship was bound to keep a watch under such circumstances. No authority has been cited, and it is believed that none can be cited, to show that a vessel has ever been held in fault, when moored out of the track of a colliding steamer, for not giving a signal to warn off the steamer as she approached. The attempts to show that such is the usage of the port has failed. Even the absence of a light from a barge or vessel at night will not generally excuse a steamer for colliding with such barge or vessel lying at anchor out of the usual track of the steamer; and why should a vessel moored to a wharf, in no manner impeding, obstructing or hindering the passage of other vessels, be required to keep a watch in the daytime? In the absence of any proof of the usage of the port, or of any decided case in the support of the proposition, it must be overruled.

Third; It is insisted that the master of the ship was guilty of gross negligence in not sounding her pumps at once after the collision, and in not sooner discovering the leak, which was not observed until the next morning, when the ship had made some ten feet of water. The libellants deny any negligence. The pumps had been sounded about half an hour before the accident. It was shown that it was not usual to sound the pumps more than once in twenty-four hours, while ying at a wharf discharging cargo, and some estified that they seldom think of sounding at all. Examinations made immediately after the collision indicated that the whole damage done was above the water mark. Experienced ship-carpenters examined the vessel during the day on which the collision occurred, and did not even suggest the trial of the pumps. Active measures were taken to remove the cargo and to pump out the water as soon as the leakage was discovered. In view of all these circumstances, this charge of negligence is not sustained.

Fourth, It is insisted by the respondents that the force of the collision was not sufficient to inflict such a serious injury upon a sound ship. On this point a question of law and a question of fact present themselves. Was the ship well built and the stern post well secured? She had just performed a satisfactory voyage, and was lying moored to a wharf with a cargo of goods free from damage and apparently in a sound and seaworthy condition. The presumption then is in favor of the libellants, and the respondents must establish the theory of fact on which their proposition rests. Looking at the whole of the very conflicting evidence, in connection with other circumstances, the theory of the respondents seems not to be well founded. Assuming, however, that she was not sufficiently staunch to have performed a new voyage, as is claimed by the respondents, but was strong enough to have enabled her master to have discharged the cargo in safety, the respondents would, even in that case, be just as liable for the damage done as they would have been had the ship been staunch, in good repair, and in all respects seaworthy. Upon the same ground a person accused of wilful homicide might set up that the deceased would have recovered if he had not been in feeble health at the time.

Extreme cases—as of a sinking vessel, or a vessel on fire—might be imagined, when a different rule would possibly apply; but if this vessel was sufficiently sound to accomplish the remaining purposes of the voyage, and was not certainly in a condition of inevitable destruction from natural causes, such a defence cannot prevail. It is no defence to a suit for damages caused by a collision, says Parsons, that no loss would have been sustained if the injured vessel had been stronger. Upon the whole case I am of the opinion that the libellants are entitled to recover, and there must be a decree entered accordingly.

Railroad Earnings.

The net receipts of the Harlem Company for

December, 1859, were	$94,553 65
December, 1860	100,140 90
Increase	$5,587 25

The revenue of the Baltimore and Ohio Railroad for December was as follows:

MAIN STEM.		
From Passengers	$40,770 98	
" Mails	7,833 34	
" Express	8,901 14	
" Tonnage	217,944 51	
		$275,450 01
WASHINGTON BRANCH.		
From Passengers	$23,820 85	
" Mails	1,000 00	
" Express	1,300 00	
" Tonnage	5,297 05	
		31,417 80
N. W. VIRGINIA BRANCH.		
From Passengers	$3,589 23	
" Mails	866 66	
" Tonnage	15,817 48	
		20,213 37

Summary of Revenue for Dec., 1859 *and* 1860.

	1859.	1860.
Main stem	$293,524 71	$275,450 01
Washington Branch	32,298 92	31,417 80
N. W. Virginia Railroad	20,128 46	20,213 37
Totals	$345,952 09	$327,081 18
Decrease		$18,870 91

The earnings of the Michigan Southern Railroad for December, 1860, were $135,481 87
December, 1859 152,172 11
Decrease $16,690 24

The traffic of the Great Western Railway of Canada for the week ending Jan'y 4, 1860, was as follows:

Passengers	$14,216 83
Freight and live stock	19,642 37
Mails and sundries	1,386 73
Total	$35,245 93
Corresponding week last year	26,939 99
Increase	$8,305 94

The following were the earnings of the Cincinnati, Hamilton and Dayton Railroad for December, 1860, compared with December, 1859:

December, 1859	$57,359 29
" 1860	52,805 16
Decrease, 1860	$4,554 13

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending January 14, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 2d Mortgage	7s	75 "
Indianapolis and Cincinnati, 1st Mortgage	7s	80 "
" " " 2d "	7s	75 "
Cinc., Ham. and Dayton, 1st Mortgage	7s	100 "
" " " 2d "	7s	85 "
Dayton and Western, 2d Mortgage	7s	40
STOCKS.		
Cincinnati, Hamilton & Dayton		70
Little Miami		80
Columbus and Xenia		80

Savannah, Albany and Gulf Railroad.

The annual meeting of this company was held on the 7th inst. The following gentlemen were elected Directors for the ensuing year, viz: John Screven, Wm. Duncan, John Stoddard, R. D. Arnold, Solomon Cohen, H. Roberts, F. S. Bartow, Charles Green, H. D. Weed, J. Boston, C. A. L. Lamar, E. C. Anderson, W. B. Hodgson.

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January 15th, 1861.

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47 Exchange Place.

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FOR SALE

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47 Exchange Place.

January 15th, 1861. 613

DUBUQUE & SIOUX CITY R. R. CO.
ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861. The stock-books will be closed on the evening of 31st of January, until after the election.

412 JAMES M. M'KINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

DON PEDRO II. RAILWAY.

RIO DE JANEIRO, BRAZIL, September 18th, 1860.

PROPOSALS are invited for the Graduation, Masonry, and other items of Construction of 11½ miles of this work, extending from the western end of the Great Tunnel of the Serra du Mar down the valleys of the Sacra Familia and Pirahy Rivers to the banks of the River Parahyta.

The work is generally heavy, comprising 1,200,000 cubic yards Earth, 250,000 cub. yds. Rock, and 7,500 cub. yds. of Tunnel excavation, 9,000 cub. yds. Bridge, 8,000 cub. yds. Culvert, and 5,000 cub. yds. retaining Wall Masonry, together with Iron Bridge Superstructure, permanent way and stations.

At the Company's office in Rio de Janeiro, may be seen plans, profiles and specifications, where sealed proposals for the whole 11½ miles, or any portion thereof not less than 4 miles, will be received until February 28th, 1861, at which time they will be opened and the work awarded.

The Directory determine, that the technical direction of the work shall be exclusively in the hands of their own Engineers, but will entertain proposals either with a scale of prices for the various kinds of work, or for the entire construction at a fixed price. In the latter case, the monthly payments will be regulated by a scale of prices.

All payments will be made monthly in cash, a percentage being retained as security for the faithful fulfilment of the contract. This, however, may be dispensed with, in case a deposit is made in money, stocks or bonds approved of by the Directory; in the latter case, the depositor will be entitled to the accruing interest upon said security.

Parties unknown to the undersigned will be expected to present evidence of their ability from officers of works upon which they have recently been engaged.

This work is in a mountainous and perfectly healthy region, within 7 hours' ride of Rio de Janeiro. About 200 additional miles are located and remain to be placed under contract.

C. B. OTTONI, President.
ANDREW ELLISON, Jr., Eng'r in Chief.

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5.	" 15	"	¾ to 1	18.	"	25	" 1½ to 1
6.	" 15	"	1 to 1	17.	"	26	" 1½ to 1
7.	" 15	"	1½ to 1	19.	"	28	" ¾ to 1
8.	" 16	"	¾ to 1	20.	"	30	" 1 to 1
9	" 16	"	1 to 1	21.	"	30	" 1¼ to 1
10.	" 18	"	¾ to 1	22.	"	30	" 1½ to 1
11.	" 18	"	⅞ to 1	23.	"	32	" 1 to 1
12.	" 18	"	1 to 1	24.	"	32	" 1½ to 1

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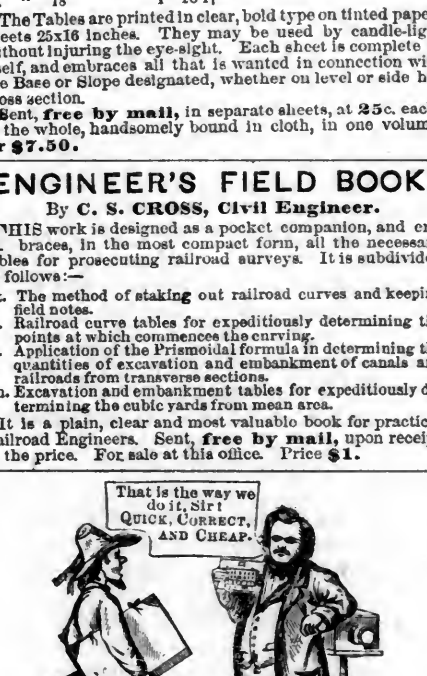
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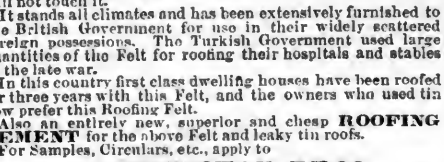
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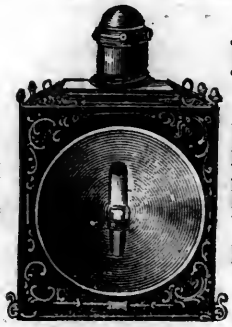
REFERENCES:

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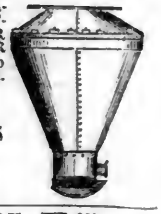
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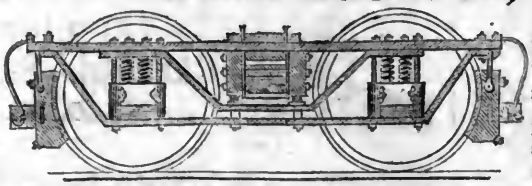
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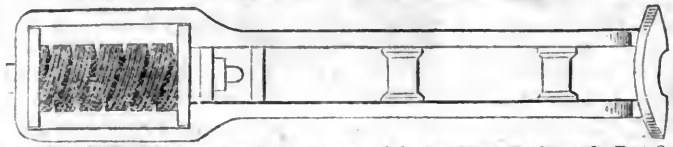
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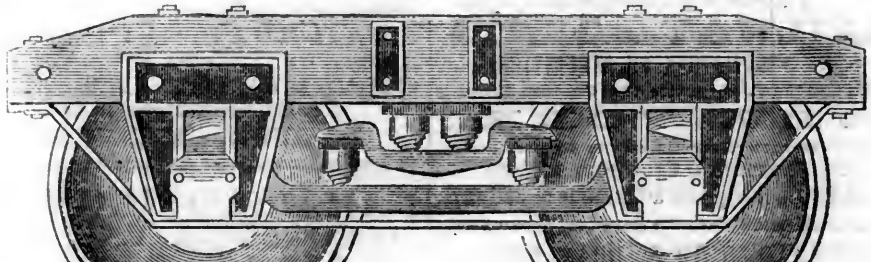
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 4.] SATURDAY, JANUARY 26, 1861. [WHOLE No. 1,293, VOL. XXXIV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, January 26, 1861.

Schuylkill Navigation Company.

The annual meeting of this company was held on the 15th. The report shows that the trade for the year 1860 amounted to 1,651,416 tons, of which 1,356,687 tons were of anthracite coal, and 294,729 tons were of miscellaneous articles—a diminution of 47,685 tons as compared with 1859, of which 15,422 tons were of anthracite coal and 32,263 miscellaneous articles. In 1859, however, the miscellaneous articles were computed at 2,000 pounds to the ton, and in 1860 at 2,240 pounds. Making such correction, the tonnage of the year 1860 would, in comparison, stand 33,096 tons, the real deficiency being 12,318 tons. Of the miscellaneous business, 46,289 tons came from the Union Canal, equal to 51,843 tons of 2,000 pounds, while the business from that canal in 1859 was 67,156 tons. The miscellaneous tonnage on the line has, therefore, really increased 18,417 tons.

The income of the year amounts to $1,129,285 53. The payments for the new boat accounts have been:

Notes for boats and cars	$29,556 62
Repairs and alterations of boats	994 94
Total	$30,552 56

The receipts from boatmen for this account, under their lease, have been $20,442 71. During the year the following purchases were made: One steam barge, 50 canal barges, and 5 section barges, and 102 canal cars. The sinking fund remains as last year. The surplus income amounts to $510,008 91; accumulated since December 24, 1856, and the cost of the improved bonds of 1870, $93,970; total, $603,978 91. The balance to the credit of the fund is $440,358 60. The sum of $369,493 43 is at the disposal of the company in such a way as may be deemed proper. There remains a balance of $38,415 84 on hand after payment of the interest, which is not sufficient to pay a dividend in cash. The report of the Chief Engineer shows that the amount expended by him was $165,976 12.

Wilmington and Manchester Railroad.

The thirteenth annual meeting of the stockholders of this company was held at Wilmington, N. C., November 21st, at which the report of the president and directors for the fiscal year ending September 30, 1860, was read and unanimously adopted. The following gentlemen were elected directors for the ensuing year: John Dawson, N. N. Nixon, John A. Taylor, Henry Nutt, O. G. Parsley, E. W. Charles, John B. Moore, Geo. J. W. McCall, J. Eli Gregg and M. P. Mayes. On motion, it was resolved that the board of directors be instructed to take immediate steps for raising a sinking fund to provide for the debt of the company. It was also resolved that in view of the present condition of the company, the shareholders are justly entitled to receive some return in the shape of a dividend on their investments, and that the directors make, at an early day, a dividend of not less than three per cent.

A statement of the earnings and expenditures is given in detail in tables appended to the report of the Superintendent. From them we learn that the receipts during the year were—

From through passengers		$129,861 45
" way "		82,924 33
" freight		200,942 93
" mails		51,291 00
" minor sources		4,438 81
		$469,458 52
Less expenditures, as follows, viz:		
Repairs of road	$71,081 95	
" bridges, etc.	20,120 79	
" stations	17,484 23	
" locomotives	36,638 81	
" cars	28,831 86	
Fuel	13,414 49	
Oil, waste, etc.	4,916 00	
Conductors, engine men, firemen, etc.	32,649 18	
Ferry	4,547 30	
All other expenses	20,185 59	
		249,770 20
Leaving net revenue amounting to		$219,688 32
Add balance from previous year		87,993 01
Increase of capital stock		2,959 49
Amount charged to negro bonds last year, charged to transportation account during the present year		87 50
		$310,728 32
Disbursed as follows:		
Interest and premium on exchange	$73,608 63	
Reduction of debt	101,909 41	
Interest on anticipated payments on capital stock, paid in stock	3,461 19	
Paid on account of construction	31,583 70	
Paid for filling trustle	905 71	
On account of engine Rotunda	14,479 19	
Negro bond for 1860	100 00	
Invested in capital stock of C. F. & O. S. N. Co.	9,750 00	
		235,797 83
Assets on hand Sept. 30, 1860		$74,930 49
The reduction of debt has been made by payments applied as follows, viz:		
To redemption of stock of W. & W. R. R. Co. hypothecated		$15,000 00
To bills payable		84,855 28
To negro and scrip bonds and pay rolls		4,070 25
		$103,925 43
Increase of open accounts		2,016 12
		$101,909 41

The debt of the company is as follows:

First mortgage bonds	$596,000 00
Second " "	200,000 00
Income "	174,000 00
Bonds secured by hypothecation of W. & W. R. R. stock	75,000 00
Bills payable	27,031 02
Other liabilities	24,269 24
Total	$1,096,300 26

Included in the transportation expenses of the past year are two new first class freight engines, thirty new freight cars and one hundred tons of American rails, the aggregate cost of which amounted to $38,000.

A comparison of the business of the past with that of the preceding year, shows an increase in way travel of $7,547 50, in freight, etc., $39,055 91, in mails $6,403 50. The diminution of receipts on through travel was $11,192. The net gain of receipts was $42,414 97. The net earnings have been 8.72 per cent. upon the entire cost of the road. After deducting interest paid upon debt, the net earnings have been 12.92 per cent. upon the capital stock. Without making this deduction they have been 19.43 per cent. These are the largest receipts which the road has ever realized, and the fact that their growth has been attained by the enlargement of domestic business, renders it peculiarly satisfactory as auguring continued increase in the future from this source. The total number of through passengers carried over the road was 25,364—being 3,313 less than the previous year. Of this number, 9,418 came to or left the road at Florence. The number of way passengers was 66,036—being an increase of 6,534 over the preceding year. The way travel exhibits the same relative increase of 10 per cent. as during the previous two years, and nearly counterbalances the loss upon through travel. The gain from freight is also in excess of the gain from that branch of business over that of the preceding year; and for the past two years, taken together, the ratio of increase over the receipts from that source for the year prior thereto, has been equivalent is 59 per cent.

The equipment of the road consists of 11 passenger and 12 freight locomotives; 16 first class and 2 second class passenger coaches; 3 mail, 6 baggage, 64 box, 65 platform, 24 timber and 20 gravel cars.

The operations of the road have been conducted with that regularity and freedom from accidents which has characterized it during the two preceding years. In the roadway department the Superintendent reports a continued and steady improvement. The track has been renewed at several points by the substitution of new rails with approved joint fastenings. Some 60,000 new cross-ties have been used in renewals, and in this respect the track has at no former period been so substantial or secure. A liberal outlay has been continued upon the bridges and trestles. The Little Pee Dee, Brunswick and Alligator bridges have been substantially repaired. The large draw at the Great Pee Dee entirely reconstructed. Brunswick draw was undergoing repairs, and the repairing of the great Pee Dee and Livingstone bridges was in contemplation. The permanent workshops have been completed, and large progress made toward the erection of the engine rotunda for the protection of the locomotive machinery. Improvements in the permanent appointments of the road have also been going on along the line. The cost of the workshops with the necessary tools, together with the rotunda, as far as advanced, has been $69,391 90. There are yet to be erected a suitable warehouse at Wilmington, also a passenger shed and offices. The site for the former has been selected, and contracts for materials and the construction of a large and commodious wharf entered into, and work on the same commenced by an active force. The brick warehouses at Sumter and Marion have been finished, also the joint warehouse at Florence, and neat and substantial wooden warehouses built at Manchester and Mayesville. Some three or four other warehouses and one or two ticket and passenger offices are needed to complete the improvements on the line of the road.

The following is a general statement from the company's ledger, showing the condition of the company from the commencement of the work:

Construction	$2,632,737 12
Wilmington and Weldon R. R. stock	201,500 00
Cheraw and Darlington do.	19,211 22
Cape Fear & Ocean Steam Nav. stock	9,750 00
Wateree and Hamburg R. R. Survey	2,439 07
Negro bonds, 1860	100 00
Cash assets	68,772 21
	$2,934,509 62
Capital stock	$1,130,470 55
First mortgage bonds	596,000 00
Second " "	200,000 00
Income bonds	174,000 00
Bonds secured by W. & W. R. R. stock	75,000 00
Bills payable	27,031 02
Due on negro bonds	3,356 74
" pay rolls	7,754 23
" open accounts	13,158 27
Profit and loss	488,050 49
Net profits past year	219,688 32
	$2,934,509 62

President—THOMAS D. WALKER.
Superintendent—JAMES P. ROBERTSON.
Treasurer—JOSEPH J. LING.
Secretary—WILLIAM A. WALKER.

North Pennsylvania Railroad.

The annual meeting of this company was held in Philadelphia on the 15th inst. The following figures are given in advance of the publication of the report. The financial year closed November 30th.

Earnings from passengers	$140,396 42
" " freight	241,189 80
" " mails, rents, etc.	8,036 01
	$389,622 23
Expenses	176,668 31
Balance	$212,953 92
Interest on bonds, mortgages and floating debt	197,691 04
Leaving a balance of	$15,262 88

The increase in earnings over 1859, have been $42,320; the increase in expenses, $17,764—making the increase in net earnings $24,556. Compared with 1858, the increase in gross earnings has been $92,728; the increase in expenses $41,844—making the increase in net earnings $50,876. During the year $34,199 24 have been expended for new locomotives and cars, for trestle work, stations, car houses, etc. Bills payable have been reduced $58,417 47. The officers and directors for the current year are the same as the last, with one exception, viz: the substitution of Alfred Hunt for Harry Conrad. The following is the list.

President—FRANKLIN A. COMLY.
Directors—John Brock, John Jordan, Jr., Algernon S. Roberts, J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, William L. Hirst, Alfred Hunt.
Eng'r and Sup't—S. W. ROBERTS.
Treasurer—WM. WISTAR.
Secretary—EDWARD ARMSTRONG.

Hackensack Railroad.

The first trip for the accommodation of passengers and freight on the new railroad between Jersey City and Hackensack, a distance of about twelve miles, was run on the 21st inst. The cars are of the wide gauge to fit the New York and Erie track, and run upon the latter road as far as Boiling Springs. From thence a track has been laid about four miles to Hackensack.

Platte County Railroad.

We learn that this road will be finished to Forest City early in February.

Brunswick and Albany Railroad.

We learn from the acting engineer that the work is progressing rapidly, and the road will soon be ready for the locomotive, when the work of tract laying will be commenced laying in good earnest. We also understand that the financial panic will not retard the construction of the road.—*Brunswick Advocate.*

Council Bluffs and St. Joseph Railroad.

We learn from the Council Bluffs *Bugle* that preparations are being made to prosecute the work vigorously upon this road as soon as the Winter is over. The *Bugle* says:

The business of getting out ties, bridge and pile timber is progressing rapidly at this time. A general good feeling is being manifested towards our road, and those who hung back at first, are beginning to see their true interest, and express a willingness to help push the good work along.

Census of North Carolina.

We give the following items of the population of North Carolina by the census of 1860, as compared with that of 1850. We have not got the free colored for 1860: we suppose it is included under the general heading of free:

	Free Pop.	*Slave Pop.*	*F. Col.*	*Total.*	*Fed. Pop.*
1860.	687,330	339,867	.....	1,027,197	891,250
1850.	553,028	288,548	27,463	869,039	753,619

—*Wilmington Journal.*

Sixth Avenue Railroad.

Annexed are the annual figurers of the Sixth Avenue Railroad Company for the year ending 30th September:

Cost of Road and Equipment		$946,960 72
Earnings		369,945 40
Pay'nt—For transport'n.	$261,698 64	
For dividends	90,000 00	
To surplus fund	18,246 76	$369,945 40

Little Schuylkill Railroad.

This Company held their annual meeting on the 14th. From the report we learn that the coal tonnage for the year was 317,906 tons 9 cwt., a falling off from the previous year of 44,195 tons. The lands of the Company furnish 221,970 against 251,990, and colleries belonging to other parties, 95,936, against 110,111 tons in 1859. The net profits realized during the year was $130,859 38, against 132,957 31 in 1859. The company is now free from floating debt. The treasurer's account gives the income at $228,398 69, expenses, $97,548 31; profits $130,859 38. Aggregate of assetts $3,390,209 52. Wm. C.

Patterson was re-elected President, and Wm. Wain, Jr., Secretary and Treasurer.

Philadelphia and Reading Railroad Co.

Below we give the annual statement of this company for the past year.

In obedience to the charter, the managers submit the following Report—showing the receipts and expenditures for the year ending November 30th, 1860, with the Treasurer's general balance sheet, exhibiting the financial condition of the Company at that date. (Here follows a long statement, in great detail, which we condense as follows:)

RECEIPTS OF THE ROAD.

From travel, 385,304, equal to 129,978 through passengers		$332,359 44
From merchandise, 499,727 tons		599,619 88
From coal, 1,878,156, at 1,23.96 cts. per ton		2,328,157 52
From United States mail		19,618 00
From miscellaneous sources		31,791 27
Total		$3,312,546 21

EXPENSES.

Transportation	$971,511 33	
Roadway	239,787 20	
Drawbacks and allowances	242,650 77	
		1,453,949 30
Net profit for the year		$1,858,596 91

INTEREST ON BONDED DEBT.

Conpons to 1st January, 1861	$700,434 00	
Interest on bonds and mortgages	30,687 00	
Total int'st for the year,	$731,121 00	

RENEWAL FUND.

Five cents per 100 tons on 465,224,483 tons transported one mile, during 12 months ending Nov. 30, 1860	232,612 24	
		963,733 24
Dividend fund for the year		$894,863 67

Which has been disposed of as follows, viz:

Sink'g fund loan 1836, '60.	$25,000 00
" " 1849, '70.	75,000 00
" " 1856, '86.	50,000 00
Total	$150,000 00
State tax on capital for 1860	16,828 02
Bonus, etc. on 1860 bonds extended	385,531 83
Dividend on preferred stock, 7 per cent. on $1,551,800	108,626 00
Accrued interest on reserved dividends preferred stock	16,554 60
	677,540 45
Balance of dividend fund 1860	$217,323 22
Add reserved fund of 1859	208,581 64
Total reserved fund	$425,904 86

Prior to the opening of navigation last spring, negotiations were commenced between the parties in interest—miners, carriers and principal dealers—to establish, as near as practicable, the prices of coal, and the charge for transporting it to tide-water, which were so far successful as to nearly equalize, as was desired, the production between the several sources of supply. The opening prices have been maintained, and a moderate increase obtained as the season advanced, which has closed without a large supply on the market.

The accompanying tabular statements in detail for each branch of traffic, show the comparative results with those of the preceding year.

	1859—Passengers.			1860—Passengers.		Increase.
Travel	126,076	$318,846		129,978	$333,359	$14,513— 4.6
	Tons.			Tons.		
Merchandise	334,609	474,888		499,727	599,620	124,732—26.3
Coal	1,632,932	1,883,685		1,878,156	2,328,158	444,473—23.6
Mail	19,618			19,618		
Miscellaneous		27,256			31,791	4,545—16.6
Gross receipts		$2,724,293			$3,312,546	588,253—21.5
Gross expenses		1,478,478			1,686,562	
Net profit		$1,245,815			$1,625,984	$380,169
Gross expenses of 1859 were 54.27 of gross receipts.						
" of 1860 were 50.88 do.—Dec. 3.39.						

The receipts and expenses for each, per passenger and per ton, have been as follows:

	1859. Cost.	Received.	1860. Cost.	Received.
Per passenger	$1 52.7	$2 52.9	$1 38	$2 57.5
Merchandise, per ton	0 74.7	1 41.9	0 53	1 19.9
Coal	1 16.3		0 48.8	1 24.9

A portion of the decrease, both in cost and receipts, per ton of merchandise, is due to a considerably increased quantity of bituminous coal from Broad Top, by the Lebanon Valley Branch, to Port Richmond, included in that account.

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Gross receipts		$3,312,546 21
Deduct working expenses, including renewal fund		1,686,561 54
Profit, or receipts over cost of working the road		$1,625,984 67
From which deduct interest on Bonded debt	$700,434	
Bonds and mortgages	30,687	
		731,121 00
Leaving for net profit or dividend f'd.		$894,863 67
Which sum is reduced this year by the extraordinary expenditures for extending 1860 bonds, amounting to		385,531 83
Thus leaving only		$509,331 84
This has been credited as follows:		
Sinking funds	$150,000 00	
State tax on capital	16,828 02	
Divid'd on preferred stock	108,626 00	
Accrued interest on preferred stock dividends not paid	16,554 60	
		292,008 62
Balance carried to reserved fund, '60.		$217,323 22
Amount to credit of reserved fund, 1859, per report of November 30, 1859	$228,069 03	
Out of which has been paid taxes on real estate, and sundry drawbacks on traffic for 1859	19,487 39	
		208,581 64
Total reserved fund		$425,904 86

It thus appears that, after charging the current business of the year, with all legitimate expenses of working the road, and interest on the bonded debt, there remained surplus net profits $894,863 67, which is 7¾ per cent. on all the outstanding stock, common and preferred. The Managers are gratified in being able to exhibit these evidences of the continued increase of income from each branch of business, and the decreased expenses in each department.

The report of the engineer and superintendent, with accompanying tabular statements appended, will exhibit each of these items more in detail.

The charges during the year to construction or capital account are as follows:

Land damage on Lebanon Valley road	$29,253 08	
Second track ditto	6,610 59	$35,863 67
New passenger depot and real estate at Broad street, Philadelphia		$54,887 79
Real estate at other stations		301 33
Total		$91,052 79

There are still a few unsettled claims for land damages on the Lebanon Valley road.

The enlargement of depot accommodations at Broad street, Philadelphia, rendered necessary by the increase of business, has not only given the additional facilities desired, but has also considerably diminished the expense of conducting the passenger and merchandise traffic at that station. The former depot at Broad and Cherry streets, which was quite inadequate for the business, has been vacated, and leased at an annual rent more than sufficient to pay the interest on the cost of the additional facilities referred to at the new Broad street depot.

A detailed statement of the renewal fund account is appended. It will be observed that the usual deduction from income account for this fund, has been sufficient to maintain the tracks, buildings, bridges, engines, cars, &c., and has an unexpended balance to its credit of $66,102 62 applicable to the same purpose in the future.

The business of the Lebanon Valley branch continues to increase regularly in a very satisfactory ratio, as is more particularly stated in the report of the superintendent. A large portion of the increased revenue of this branch, is derived from the transportation of semi-bituminous coal from Broad Top. This traffic has attained a magnitude sufficient to warrant special arrangements for conducting it. The Managers have, therefore, made an agreement with the Pennsylvania Railroad Company for the construction of 300 eight-wheeled cars, at the joint expense of the two companies, which are to be exclusively appropriated to that trade.

An agreement between this company, the Pennsylvania Railroad Company and Schuylkill and Susquehanna Railroad Company, for the temporary joint use of their respective roads between Dauphin and Harrisburg, has rendered unnecessary the expenditure for extending the road from Harrisburg to Dauphin, as authorized by the stockholders at their last annual meeting.

As it is evidently the interest of all the parties that some such arrangement should be permanently established, the Managers see no good reason why the proposed expenditure may not be entirely avoided.

In November, 1854, the Managers entered into an agreement to lease, with the right to purchase at their original cost, such an additional number of coal cars as the rapidly increasing coal trade then seemed to demand. The parties with whom this agreement was made furnished $149,250, which sum was invested in 610 four-wheeled and 100 eight-wheeled coal cars. They were held by a deed of trust to secure the payment of principal at maturity, and rent, equal to 20 per cent. on their cost, payable 10 per cent. half-yearly. This company was to perpetuate and keep them in repair, reserving the right to pay off the original sum invested at any time before maturity, by giving the loanholders four months' notice of such intention.

In view of the high rent the company was paying for the use of these cars, and its financial condition being such as to enable it with safety and advantage to become the owner, instead of lessee as heretofore, of the cars in question, the requisite

notice to each loanholder was duly given, that this company would pay at its office in this city, on the 5th of January, 1861, the whole amount thus invested in coal cars, with all unpaid accrued rent, and that no rent would be allowed after that date.

In August, 1856, a somewhat similar arrangement was made, whereby $99,900 was invested in 104 box and 75 platform-cars. They were also held by a deed of trust to secure the payment at maturity of the sum named, and rent equal to 15 per cent. per annum thereon, payable 7½ per cent. half-yearly. This principal may be paid off at any time by giving four months notice, in the same manner as the coal-car loan above referred to. This was a joint transaction between the three railroad companies owning and operating the line of road between Philadelphia and Elmira, in the ratio for each as its length bears to the whole distance, 275 miles. The distance from Philadelphia to Port Clinton, where the through line diverges from this company's road, is 78 miles, which gives for its portion of the cost $28,335 27, that being 78,275 of the whole amount.

Notice has been given to the two other parties jointly interested in this transaction, that this company desires to make the payment immediately, and negotiations are now pending for the accomplishment of that object, which, it is believed, will be concluded at an early day. The rent thus payable by this company under both these arrangements, and which has been regularly met, amounts annually for the last mentioned cars to..... $4,250 30
And for the coal-cars to 29,850 00

Total..... $34,100 30

This sum has uniformly been charged to transportation account as an element of expense incident to the current business.

In the last annual report the Managers recommended the extension of the time of payment of the bonds maturing July, 1860, which recommendation was ratified and confirmed by a resolution passed by the stockholders at their annual meeting, held January 9, 1860. Upon January 25, 1860, the Board of Managers, in exercise of this authority, offered a bonus of 10 per cent. to the holders of these bonds for an extension of 20 years.

The holders of the 5 per cent. sterling bonds declined to extend them for twenty years for the same bonus that was offered for extending the 6 per cent., payment of the latter being essentially as well secured as the former.

On being thus informed by the company's agents in London, (where the sterling bonds are mainly held,) the Managers authorized an alteration of the terms of extension of these bonds, by substituting *seven* for twenty years, for a bonus of 10 per cent., and to increase the bonus from 10 to 15 per cent., to those consenting to extend for twenty years. With these modifications, all the outstanding bonds of this class have been extended thus:

Extended for twenty years ..	$192,000	
" seven " ..	436,800	$ 628,800
Purchased for sinking fund, and cancelled		76,800
There have also been extended for twenty years all the 6 per cent sterling bonds, matur'g in 1860, am't'g to.		988,800
And in like manner 6 per cent. dollar bonds		1,683,500
Leaving of the dollar bonds *not extended*, not having been presented for payment or extension		5,500
Total amount outstanding, November 30, 1859, as per last annual report,..		$3,383,400

The cost of extending these bonds, for bonus, commissions, &c., has been $385,531 83, all of which has been paid and charged to income account, which reduces thus much the available net income for the year.

Inasmuch as the extension of the bonds due in 1860 rendered unnecessary the use of those due in 1886, intended and reserved for the purpose of meeting the bonds now extended, and which were intended to be secured by the mortgage made in 1857, a covenant has been executed and recorded, limiting the amount of the bonds secured by the mortgage of 1857 to $3,586,500. All the unissued bonds secured by this mortgage have been cancelled.

The Board of Managers have also executed and recorded the necessary contract for the creation and application of the sinking fund, for which provision was made at the last annual meeting, and in accordance with the express direction of the stockholders then given.

The large bonus paid for extending the bonds due in July last, naturally suggests the inquiry, whether some system cannot be divised by which such losses can be avoided in future.

The existing loans and sinking funds are as follows:

Due July 1.		Interest.	Sinking Fu'd. Per Annum.
1....1867..	$ 438,300,	at 5 per cent.,	$25,000
2....1870.....	3,103,600,	at 6 "	75,000
3....1880.....	192,000.	at 5 "	25,000
4....1880.....	2,676,300,	at 6 "	140,000
5....1886.....	1,500,000,	at 7 "	50,000
6....1886.....	3,586,500,	at 6 "	none, except any surplus that may remain from the sinking fund of $140,000 per annum, after the bonds due in 1880 are liquidated.

By the terms of these sinking funds the bonds, when purchased, are cancelled, and the interest previously paid on them is no longer a charge upon the dividend fund.

The present annual payment of coupons amounts to.	$700,434 00
Same for rent of cars, as before expla'd	34,100 30
Total	$734,534 30

It has already been stated that the cars for which these rents were paid have been in great part, and the remainder will shortly be purchased.

The amount now due to the sinking fund is	$407,501 08
Add the same for 1861.	150,000 00
Total	$557,501 08

At the annual meeting in 1859, it was decided that these investments should be made before further dividends were declared.—The Managers now know of no reason why these purchases of bonds cannot be made during the present year, and this would thereafter largely reduce the annual payment of coupons. If then the present charge for coupons and rent of cars, amounting to $734,534 30 are continued as a fixed and constant charge to income account, the difference between that sum and the future payments of coupons (diminished, as they will be be, by the annual investment of the sinking funds,) with the existing sinking funds will be sufficient to liquidate at maturity the loans due in 1867 and 1870, provided the bonds are purchased at an average of about 90 per cent. The same system continued after 1870, even with a smaller annual appropriation (but this depending upon the price at which the bonds may be purchased,) would liquidate the then outstanding bonds due in 1880 and 1886 at or before maturity.

The managers do not wish to make any estimate of future profits. But if the consumption of anthracite coal continues to increase even in a much less ratio, in the future than in the past, and the profits from other sources enlarge as heretofore, they cannot doubt but that after such an appropriation for the bonds, there will remain for the stockholders a balance of income to be divided in cash, which will be quite satisfactory; they therefore confidently recommend the adoption of this policy.

It will be remembered that the last annual report exhibited liabilities for coupons and interest on real estate bonds due in January last, which, with the interest due in April and July, and the bonus for extending the bonds due in 1860, absorbed all the income to August last. Since that time the notes previously given, together with all current expenses, have been paid in cash from the accruing revenue, leaving the Company substantially free from floating debt, with the following assets in the treasury at the close of the fiscal year:

Cash.....		$474,281 30
Freight and toll bills immediately available		130,337 36
Bills receivable immediately available		8,886 50
Total		$613,505 16
The immediate liabilities were coupons and interest on real estate bonds due Jan. 1, 1861.....	$266,966 08	
Cars purchased, as before stated in January, 1861	149,250 00	
Debts due in current business.....	171,095 16	
Notes payable.....	20,671 90	$607,984 14
Leaving a surplus of.		$5,521 02

To this may be added the profits for December, sufficient to maintain a position of financial independence (there being no other liabilities prior to the April coupons) and to continue the policy of avoiding the issue of notes payable, or otherwise borrowing money, as well as that of paying all current and working expenses in cash.

There is due for arrears of dividends on Preferred stock		$401,090 64
Sinking funds.....		407,501 08
Total.....		$808,591 72
There will be due:		
Dividends on preferred stock in 1861.....$108,626 00		
Sinking fund, 1861.....	150,000 00	
Purchase of cars, before referred to.....	28,335 27	$286,961 27
Total.....		$1,095,552 99

The net income for the past year, after paying all charges applicable to the future, including interest, was $894,863 67, which was $384,868 75 more than in 1859. If it should be again increased to the same extent in the coming year, the fund would be amply sufficient to pay these arrearages, with the accruing similar charges, and after November, 1861, the surplus profits could be divided in cash, as the Managers are not aware of any necessity for material expenditures in the future for construction or capital account. If, however the income should only be the same as last year, about, $200,000 of the profits of 1862 would be required to liquidate these liabilities before dividends can be resumed.

If this policy is continued, and the system suggested of providing a supplementary sinking fund for extinguishing the bonded debt, should be adopted, the company will avoid all further sacrifices to postpone the payment of bonds, and will be placed in a position of permanent financial independence. The importance of attaining this result cannot well be over estimated. The history of the past with this company, as well as that of many others, attests its value. By this policy, the only source of future embarrassment is removed. The stockholder of this company can never receive the full value of his interest, until some permanent arrangement is made, which will prevent the necessity of purchasing time from the bondholder at so great a cost. He can never be perfectly secure that the profits earned will not be required to be appropriated to such a purpose. Once, however, let it be established, as a fixed rule for the government of the company, that a permanent annual sum, no greater than that of the present year, with established sinking funds, is devoted to the payment of the debt, and let it be known, as is the fact, that this sum will meet the principal of every debt at or before maturity, and the bonds and stock of the company will receive the confidence, and command the price which their inherent value justifies.

And as by the distribution of an amount of stock equal to that of the bonds so paid, the debt becomes capitalized, the stock so issued in dividends will permanently increase in value as the debt is diminished. By order of the Board of Managers.

A. WHITNEY, *President.*

Philadelphia, Jan. 9, 1861.

Macon and Western Railroad.

The report of this company for the fiscal year ending November 30, 1860, gives the following statement of the earnings and expenses during that time. The earnings were.

From Passengers		$142,959 59
" Freight		251,528 55
" Mails		10,229 70
		$404,617 84

The expenses were:

Repairs of Road	$46,873 97	
" Locomotives	14,398 53	
" Buildings, etc.	13,933 39	
" Cars	21,709 09	
Fuel	14,721 94	
Oil	2,920 74	
Salaries	8,916 65	
All other expenses	69,467 42	$192,941 73
Net earnings		$212,676 11
To which add interest received		2,726 16
Total		$214,402 27
Add balance from last report		121,695 00
Instalment on New Stock		56,200 00
50 shares stock sold		5,000 00
		$397,297 27

Disbursed as follows, viz:

Dividends, 19 per cent.	$279,492 00	
Bonds paid	23,000 00	
Interest on same	1.295 00	
Cotton burned	6,372 60	
Ac't new freight engine	10,930 00	
Defaulting Agents	13,213 23	
		$334,302 83
Balance of Assets		$62,994 44

The receipt have increased over those of 1859 as follows viz:

Passengers	$11,228 64
Freight	19,455 40
Mail	27 95
Total increase	$30,711 99
With an increase in expeness of	27,495 48
Making the increase in net earnings	3,216 51

The earnings shared in the general prosperity of the country till within the last three months during which shipments of Western produce have kept them nearly equal to those of last year, while the expenses necessarily increasing with the earnings, have also been charged with certain extraordinary expenses, which were requisite for the proper transaction of the Company's business. These expenses are thus briefly stated in the report:

The purchase of two Freight Engines to replace two condemned. The building of two Passenger Cars in the repair shops; and the expenditures made in Macon and Atlanta, for the freighting accommodations at the termini of the road.

These last improvements have been made at considerable expense, and at this point, the heavy produce business of the past three months has clearly shown the absolute necessity of the step. In Atlanta the new transferring tracks and yard room, have been tasked, to properly accommodate this same downward business. The new Freight House has been but partially occupied, owing to the decreased purchase of goods by the merchants, for the Fall trade, but had they equalled those of the Fall of 1859, and the Spring of the present year, its capacity could have been fully tested. In the Spring many of the goods forwarded lay in the cars for days, owing to the want of storage room, and to prevent a recurrence of this, the new house was begun in June, when the growing crop promised fair to rival any yet produced.

The increase in Passenger receipts over those of 1859, which it may be remembered were larger than in any previous year, is chiefly due to through travel passing to and from South-Western Georgia and Tennessee. The freight receipts increased in the earlier part of the year, before the present cotton crop was found to be so materially injured. This important staple in the country through which the road passes is estimated to not exceed the crop of 1856-7, or about one half the average of the past two years. Its early maturity, combined with the almost total failure of the corn and wheat crops which compelled sales on on the part of planters to pay for the heavy shipments of Western produce required by the country for subsistence has alone prevented the freight receipts from even falling below those of 1859. The upward freights, consisting of Northern goods have fallen largely below the usual shipments, and from present indications will continue to decrease till at least the maturity of another crop. This, however, cannot be considered due to any special cause affecting this road, but to the general depression of business affairs.

In the expenditures, as given above, is included extraordinary expenses for passenger cars, buildings and lands, amounting to $18,100. Deduct, ing this last, the sum of $174,841 73 remaining represents operating expenses, and is less relatively to the gross earnings than those of 1859, being but 43 1-5 per cent.

Of the amount reported doubtful and unavailable in the last report, $11,139 83 have been collected. The remaining sum of $13,212 23, consisting of balance due by defaulting agents will in future be charged to profit and loss, to which account any resulting proceeds will be credited.

The total number of passengers arrived in the cars was 63,312, equivalent to 4,227,944 carried one mile each, or 41,048 over the whole line of the road. The number of tons of freight carried one mile was 8,631,827.

The company have 19 locomotives, two of which are new, fourteen in good working order, one has been condemned and two are in shop for repair. The number of miles run by engines has been 226,241, miles run per cord of wood 67.5; per pint of oil 13.7.

GENERAL STATEMENT.

Capital stock		$1,500,000 00
Profit and loss		146,681 77
Earnings		404,617 84
Interest account		2,726 16
Liabilities		9,569 36
		$2,063,595 13
Construction		$1,500,000 00
Expenses		192,941 73
Dividends		279,492 00
New engines		10,930 00
Cotton burned		6,372 60
Coupons paid		1,295 00
Assets		72,563 80
		$2,063,595 13

President—ISAAC SCOTT.

Directors—Charles Moran, Drake Mills, Adam Norrie, N. C. Munroe, T. G. Holt, J. B. Rossi Andrew Low, J. C. Levy, E. Padleford, W. A. Ross, H. Varner, S. Mowry, Jr.

Treasurer—J. E. DAY.

Superintendent—ALFRED S. TYLER.

Norwich and Worcester Railroad.

The earnings of this road for the year ending November 30, 1860, were:

From passengers	$121,814 82
" freight	222,516 05
" mail, express, rent, etc	14,031 97
	$358,362 34
The expenses for same time were	199,356 51
Net receipts	$159,005 83
Less interest paid	42,279 97
Net over expenses and interest	$116,725 86

The following is a statement of the debts of the company:

Massachusetts loan, due July 1, 1877, at 6 pr.ct.	$400,000 00	
Less sinking fund, securely invested	66,000 00	$334,000 00
Bonds due and held by Norwich Savings Society, and to be paid in February next		16,300 00
Bonds for dividend scrip at 7 per cent, due in 1864 and 1874		100,000 00
Loans from Norwich Savings Society, $5,000, to be paid annually		95,000 00
Note to Jedediah Huntington		19,300 00
Bills payable		23,000 00
Accrued interest not due		2,209 15
Dividend scrip outstanding, including interest		476 70
Balance due to individuals		300 17
Total debt of the company		$590,586 02

Less assets as follows, viz:

Cash notes, and balances due the company	$50,188 75	
Inventory of wood, iron, rails out of track, and other materials paid for.	29,964 02	
Surplus real estate, not needed for the company's use, cash value	19,674 38	$99,827 17
Balance		$490,758 87

The engines, cars, and machinery owned by this company are valued at $237,171 19.

There has been added during the year to this class of property, new, amounting to $21,891 44, charged in expenses of the year.

The debt of the company has been reduced during the same time $71,913 79; also, a dividend paid in February last of 2½ per cent., amounting to $52,812 50.

In addition to the above debt, bonds were issued to pay for the stock in Boat Company, Aug. 1, 1860, to the amount of $200,000, payable $30,000 in 1863, $25,000 in each year, 1864, '65, '66, '67, '68, '69, and $20,000 in 1870, which bonds have all been contracted for at par, and the sales about closed up. The boats for this line, to which allusion was made in the report to the stockholders on the list of August, 1860, are being rapidly completed, and are expected to be in service on the line early in May next.

Funded Debt of the United States.

Annexed is an official statement of the oustanding Loans of the United States:

	Interest.	Amount.	Due.
Loan of 1842	6 per cent.	$2,883,361	1862
" 1847	6 "	9,413,650	1867
" 1848	6 "	8,908,341	1868
Texas Indemnity	5 "	3,461,000	1865
Loan of 1860	5 "	6,750,000	1871
" 1858	5 "	18,620,000	1874
Total Funded Debt		$50,036,355	

Maryland and Delaware Railroad Company.

This Company was chartered in Maryland in 1854, and in Delaware in 1857, and empowered to construct a railroad from the town of Smyrna, on the Delaware railroad, to Oxford on the Choptank, an arm of the Chesapeake Bay, a distance of 53½ miles. Of the Share Capital which is unlimited in amount, the State of Maryland has subscribed $140,350, being part of the $8,000,000 loan of 1835, and also part of the $745,000 due the Eastern Shore Railroad Company. The State of Delaware has appropriated the sum $114,000 in aid of the Company. The work of Construction was commenced Dec. 27, 1857, and at the close of the Company's financial year Nov. 30, 1859, the graduation and masonry had been completed from Smyrna to Greensboro', a distance of 21 miles.

We have before us the report of the Chief Engineer, Wm. H. Dilworth, Esq., dated Kenton, Del., December 8, 1860, giving a statement of the progress and condition of the work since the renewal of operations under the present contract. He says:

On the 1st of March, 1860, the contractors were notified to commence work at the earliest possible moment, but in consequence of the time occupied in transporting men and teams from their homes in Pennsylvania to the line of the Road, the grading was not begun until the 16th day of April. In the meantime a small corps of engineers had been organized for the purpose of adjusting the old located line, and to cross section and stake out the work as its progress required.

The work having thus been commenced at the time above stated, it has continued to progress without any serious interruption. The time provided in the contract for the completion of the Delaware division was the first of October, 1860, but, owing to the delay occasioned by the refusal of the manufacturers to adopt the rail pattern submitted by the company it was not complied with, and believing the contractors had made a reasonable effort to obtain the iron at the proper season, I felt it my duty to extend the time for the completion of this section to the 15th of January, 1861.

With the exception of shrinkage in embankments the filling and stamping of material around the bridges and culverts, and the excavation of small ditches to drain the road-bed, the whole amount of the grading between the Smyrna Station on the Delaware Railroad and Greensboro'—embracing a distance of twenty-three and two-third miles—has been completed, and is now ready for the reception of the crossties and iron.

Bridges have been erected over all the larger streams on this portion of the road, and timber for the smaller ones delivered along the line wherever needed; and, with a due allowance for the season, you may safely rely upon their being finished by the middle of the present Winter.

Five miles of the track—extending from the connection with the Delaware Railroad to a short distance beyond Kenton—has been laid and ballasted, and is now ready for the cars, and a constant force of about twenty-five men carrying it forward at an average rate of one mile per week.

Assuming that it is put down no faster there will yet be required eighteen and two-thirds weeks, or about four and one half months to complete the road to Greensboro'.

Every dollar for the "right of way" has been paid where the land was not given, and good and sufficient deeds obtained and recorded.

Land at Smyrna Station—the terminus of the road, and where it is necessary to have plenty of room—is now valued at from fifteen hundred to two thousand dollars an acre, but in consequence of negotiations having been entered into at an earlier date, and the deep interest felt by property-holders of the town for the success of the road, five and one-quarter acres have been obtained at a trifling compensation, viz: for seven hundred and twenty-five dollars—five hundred and twenty-five of which was paid in the stock of the company and two hundred in cash.

At Kenton, Slaughter, Stateline, Meredith and Old-Town, where depots have been located, the land has been universally given. And there is every reason to suppose that a similar course will be pursued throughout the entire line of your road.

Interest and Dividends.

The Brooklyn City Railroad Company have declared a dividend of 4 per cent. payable Feb. 2.

The New Jersey Central Railroad have declared a quarterly dividend of 2½ per cent. payable on demand.

The Delaware and Raritan Canal and Camden and Amboy Railroad Companies, have declared a semi-annual dividend of six per cent. payable in cash on the 21st inst. Also, a dividend of twenty-five per cent. out of the accumulated profits, payable in Stock on the 15th of February.

The Michigan Central Company have declared a cash dividend of 3 per cent.

The Norwich and Worcester Road, have declared a dividend of 2 per cent.

The Raleigh and Gaston Railroad Company has declared a semi-annual dividend of four per cent.

The 5½ per cent. dividend of the Cleveland, Columbus and Cincinnati Railroad, is payable on the 1st February.

The Morris Canal Company has declared a semi-annual dividend of 5 per cent. on the preferred stock, and 2 per cent. on the consolidated stock, payable Feb. 5, at the office in Jersey City.

A quarterly dividend of 2 per cent. has been declared by the Second-avenue Railroad Company.

The Hudson River Road will pay the interest upon its first Mortgage Bonds on the 1st of February.

The interest on the stocks of this city due on the 1st of February, will be paid on that day by Daniel Devlin, Esq., City Chamberlain, at the Broadway Bank.

The interest due February 1 on the Northern Indana first Goshen Line, Jackson Branch, and Detroit, Monroe and Toledo bonds of the Michigan Southern and Northern Indiana Railroad Company will be paid at the bank of North America, No. 44 Wall street.

The New York Central Railroad transfer books will be closed at the close of business on Thursday, Jan. 31, and will be re-opened on the morning of Friday, Feb. 22.

Alleghany City Railroad Bonds.

The Supreme Court of the United States, at Washington, has rendered a decision in the case of Amey *vs.* the City of Alleghany, which affirms the validity of the bonds, and the constitutionality of the laws under which the issue was made. We find the decision briefly noted as follows:

Henry Amey, plaintiff, *vs.* The Mayor, Alderman, and Citizens of Alleghany City.—On a certificate of division in opinion between the Judges of the Circuit Court of the United States for the Western District of Pennsylvania. Mr. Justice Wayne delivered the opinion of the Court, that the issue of bonds with coupons in the case stated are not null and void, but that it was done under the authority of constitutional acts of the State of Pennsylvania in the case stated; and, further, that they are not null and void for any irregularity connected with that issue by the city of Alleghany.

New York and New Haven Railroad.

The annual report of the New York and New-Haven Railroad for the year ending Sep. 30, shows the following result:

Capital stock		$3,000,000 00
Funded debt		2,104,000 00
Floating debt		19,888 85
Cost of road and equipment		5,330,486 41
Length of road from Harlem Junction to New Haven, miles.	62.25	
Number of pass'rs carried	1,091,80	
Numb. of tons fre't carried	78,690	
Exp. of main'g the road.	$101,017 85	
" Repairs of mach'y	115,027 50	
" Operat'g the road	333,229 97	
Earnings from passeng's	800,182 18	
" Freight	186,239 66	
" Other sourc's	63,046 54	
		1,049,768 38
Payments for transport'n	549,274 82	
" Interest	145,194 80	
" To Harlem Company's share	37,951 14	
Payments to loss on "Canal road"	16,291 41	
Pay'ts to surplus fund	251,056 21	
		1,049,768 38

Chester Valley Railroad.

The gross earnings of this road for the year ending Dec. 30, 1860, were:

From Passengers	$8,131 84
" Coal	7,682 36
" Merchandise	18,164 86
	$33,979 06

Since Jan'y, 1859, this road has been operated by the Philadelphia and Reading Railroad Company, the latter paying to the former 40 per cent. of the gross earnings for the benefit of the bondholders. The earnings show a slight increase over those of the preceding year. The election for directors resulted in the election of the following gentlemen:

President—John F. Gilpin.

Directors—George W. Carpenter, C. Colket, William H. Holstein, Stephen Coulter, Samuel Hart, Joseph W. Ryerss, L. E. Corson.

Sec'y and Treas'r—Charles O'Neill.

Fitchburg and Worcester Railroad.

The earnings of this road for the year ending November 30, 1860, were

	$52,970 63
Operating expenses	29,132 87
Net	$23,837 76
Dividends and interest	14,659 90
	$9,177 86

During the year the company have put in the road 6,000 new ties and relaid nearly two miles of track with new iron. The debt of the company is stated at $59,259.

Debts of Massachusetts Cities.

From the inaugural addresses of the Mayors, we learn that the debts of the several cities of Massachussetts at the close of the past year were as follows:

Boston (including water debt)	$9,392,799 77
Cambridge	173,639 69
Roxbury	611,000 00
Charlestown	250,000 00
Chelsea (more than)	250,000 00
Newburyport	100,000 00
Lynn	123,100 00
New Bedford	283,280 00
Worcester	110,533 95
Springfield	119,500 00
Lowell	180,000 00
Lawrence	170,000 00

Debt of Virginia.

From the report of the Auditor of Public Accounts we learn that on the first of October last, the close of the fiscal year, the balance in the treasury was $139,305 18. The estimated receipts for the fiscal year 1860–61 were $3,938,476 38, and the estimated disbursements for the same year $3,939,512 81. The estimated balance in the treasury on the first day of October, 1861, is $138,268 75. The total debt outstanding on the first day of January, 1861, was $33,920,721. Of this amount, $23,411,946 has been created since the first day of January, 1852. The debt guaranteed for the James River and Kanawha Company, the Chesapeake and Ohio Canal Company, the City of Petersburg, the Virginia Central Railroad, the Richmond and Danville Railroad, the City of Wheeling, and the Alexandria Canal, amounted, on the first day of January, 1861, to $2,176,575. The interest on the public debt was paid promptly on the 1st of January.

Western North Carolina Railroad.

This road will extend from Salisbury, N. C., to the Tennessee State line, 273½ miles. It will cross the Blue Ridge in a tunnel at an elevation of 3,243 feet above tide, or 600 ft. more than the elevation of the Baltimore and Ohio Railroad summit. The western division of the road, from Asheville to the State line, 135½ miles, has been surveyed by James C. Turner, Esq., Chief Engineer, and its construction through a wild mountainous country, in which are the highest peaks east of the Rocky Mountains, is estimated at $35,971 27 per mile. The report of this survey is of the most interesting character, and comprises a vast amount of topographical and general engineering information. The western division will have 14 tunnels of a total length of 5,977 ft., or over 1⅛ miles. The longest will be 1,750 feet, and the shortest 92 feet long. The road will have 76 miles of straight, and 59⅜ miles of curved line, and 7,859 ft. of rise and fall, equal to an average grade of over 58 ft. per mile, 32¼ miles being on grades of from 100 ft. to 116 ft. per mile. The curvature is 13,889 degrees, or 38½ complete circles. There will be 106 bridges, viaducts, and arched culverts, including 47 spans of from 100 ft. to 200 ft., besides a great number of smaller spans.

In reference to the 116 feet grades adopted for crossing the Blue Ridge, Mr. Turner says:

"An inspection of the profile of our location discloses the fact that we have adopted as a maximum grade for crossing the mountains, 116 feet per mile; and lest some of the uninformed upon this subject may question its propriety, I will state that, without going into a studied disquisition on the subject, experience, that grand regulator of the improvements of the age, justifies its adoption. The evidence of this is found in the working of some of the great lines of railways connecting the Atlantic cities, with the fruitful valleys of the West. The Baltimore and Ohio Railroad has this grade for twenty consecutive miles, over which they successfully travel, with both freight and passenger trains. In Europe, many of the roads have still heavier grades, ranging from 117 to 142 feet per mile, as found on the Birmingham and Gloucester Railway. On the East Lancashire Railroad, the grade is 126.9 feet per mile, yet, upon it a passenger train runs at nearly twenty miles per hour. I, therefore, feel very confident that in the adoption of this grade, with the improvements that have been made, and are still being made, in the locomotive and other rolling stock, that it is the best economy."

Calais and Baring Railroad.

The earnings of this road the past year were:—

From freight		$30,547 04
" passengers		2,150 00
" other sources		1,577 00
Total		$34,274 00
Current expenses of all kinds		15,963 00
Net earnings		$18,311 00

—which have been applied as follows:

Interest on funded debt		$7,050 00
Do. floating debt		92 00
For new locomotive		7,000 00
Dividend		4,000 00
Balance		168 00
Total		$18,310 00
The capital stock of the company paid in		$100,000 00
Funded debt		113,100 00
Floating debt		3,957 09

The company own wharf property not required for its own use which when disposed of will be sufficient to liquidate the floating debt.

Construction account was closed in 1854 at $224,000.

The present equipment of the road is as follows:

4 locomotives, 2 eight-wheel passenger cars, 112 do. lumber cars and 18 other cars.

The net earnings equalled about 8½ per cent. on the entire cost of the road.

The following gentlemen were re elected officers for the ensuing year:

Directors—Jas. Sargent, G. M. Porter, H. N. Hill, E. A. Barnard, John McAdam.

F. K. Swan, Treasurer.

Jas. Sargent, Esq., was elected President, and Mr. W. W. Sawyers, Superintendent.

Cleveland, Columbus and Cincinnati R. R.

The earnings of this road for the eleven months ending Nov. 30, 1860, were:

		$1,011,250 98
December earnings (estimated)		73,441 94
Total for the year		$1,084,692 92
Expenses 11 months	$470,417 96	
December estimated	40,000 00	
		510,417 96
Net earnings 12.1 per cent.		$574,274 96
Dividend paid Aug. 1, 1860, 4½ per cent.	$213,579	
Do. payable Feb. 1, 1861, 5½ per cent.	261,041	
		474,620 00
Surplus earnings for the year		$99,654 96

Eastern Railroad.

The earnings of this road for the year ending Nov. 30, 1860, were:

From Passengers		$534,194
" Freight		147,776
" Mails, rents, etc		37,264
		$719,234
Expenses		352,151
Net earnings		$367,083
Interest		110,427
Balance		$256,656
Carried to renewal account		16,249
		$240,407

The capital paid in is $2,853,400, but the company is authorized to increase it to $4,150,000. The funded debt is $1,955 50.—This was decreased $75,000 last year. The average interest paid last year was five and a quarter per cent.—The total cost of the road and equipment is $4,450,417, and the company has assets or property in addition to the cost of the which are valued at $358,482. The amount expended for keeping the road clear of ice and snow was less than twenty-nine dollars for the year.—A dividend of 2 per cent. has been declared.

Banks and Banking in Wisconsin.

The Bank Comptroller furnishes the figures for the following statement:

Number of Banks January 1, 1860, one hundred and eight, with an aggregate capital of		$7,760,000
Seven new banks organized in 1860, with an aggregate capital of		855,000
Twelve banks have increased their capital by		250,000
Total capital Jan. 1, 1861		$8,865,000
Five banks have relinquished business with an aggregate capital of	$150,000	
Twenty-five banks have reduced capital	978,000	
		1,128,000
Total number of banks in operation January 1, 1861, one hundred and ten, with capital amounting to		$7,287,000
Decrease of banking capital for the past year		$523,000
Whole amount of countersigned notes issued to banks and outstanding Jan. 1, 1861, is		4,580,832
Namely: To banks doing business	$4,537,683	
To banks winding up	43,149	
Total outstanding circulation		$4,580,832
These notes are secured by the deposit of specie and public stocks to the following amount		$5,120,080 00
Specie of organized b'ks.	$45,573 50	
Specie of b'ks winding up	43,152 00	
		88,725 00
Total securities on deposit		$5,208,805 50
The amount of the bank tax due for the past year was		108,807 86
The amount of securities over circulation, January 1, 1860, was		158,445 00
Amount of same January 1, 1861		627,973 00
Excess of margin Jan. 1, 1861		$469,528 00

—*Milwaukee Sentinel.*

Cincinnati and Indianapolis Junction R. R.

The newly finished link between College Corner and Liberty, Union Co., Indiana, was formally opened on the 16th inst. This road branches from the Cincinnati, Hamilton and Dayton Railroad at Hamilton, passing through that town and crossing the Miami river over a permanent deck bridge to West Hamilton, through which it passes over a stone viaduct composed of 17 arches, and over 700 feet in length, at a grade of 27 feet above the streets. The distance from Hamilton to Liberty is 30 miles. It is proposed to make arrangements for the early completion of the road to Connersville, 12 miles beyond its present terminus. But 15,000 cubic yards of grading remains to be done in order to complete the road bed for the iron. For the completion of this portion of the road, the company hold $65,000 in available promisory notes leaving but $35,000 or $40,000 to be raised, which it is expected Connersville and vicinity will subscribe.

Rock Island and Sterling Railroad.

The cars are now making daily trips on this road between Rock Island and Port Byron.

Milwaukee and Mississippi Railroad.

This road was sold on the 18th inst., at Milwaukee by order of the United States District Court. It was purchased by the trustees of the creditors and operating stockholders.

Chemung Railroad.

A correspondent writes us asking the terms of the lease of the Chemung Railroad to the Erie, and the dates of payment of the rent. The road when first constructed, was leased to the Erie at an annual rental of 8 per cent. on its cost. In Jan'y, 1859, a new lease for 20 years was taken at an annual rental of $30,000, payable half-yearly, January and July 1st. The share capital of the Chemung Company is $380,000. Funded debt, 7 per cent. bonds, $70,000—making a total of $450,000. The rental, consequently, is equal to 7 per cent. on the cost of the road, and is, and always has been, regularly paid, as well as dividends on the share capital. These are payable in New York.

Railroad Earnings.

The following shows the business of the Philadelphia and Reading Railroad Company for the month of December, 1860, compared with that of 1859:

	1860.	1859.
Rec'd from coal	$189,607 89	$172,152 99
" " merch'dise	32,359 34	45,172 18
" " travel, etc.	26,564 82	28,651 62
Total	$249,032 05	$245,976 79
Transportation, roadway, dumpage, renewal, fine and all charges	120,619 49	137,671 26
Net profit for the m'th,	$128,412 46	$108,315 53

The receipts of the Grand Trunk Railway of Canada for the week ending January 5th, 1861, were $59,588 37
Corresponding week, 1860 49,332 52
Increase $10,255 85
Tot. traffic from July 1, 1860, to date, $1,845,769 05
Corresponding period, 1859 1,411,795 93
Increase $433,973 12

The traffic of the Great Western Railway of Canada for the week ending Jan'y 18, 1860, was as follows:

Passengers	$12,404 66
Freight and live stock	29,998 30
Mails and sundries	1,276 11
Total	$43,679 08
Corresponding week last year	32,152 01
Increase	$11,527 06

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company for the month of December, 1860, compared with the same period of 1859, viz:

	1860.	1859.
From freight	$112,015 46	$108,386 30
" passengers	58,177 22	52,072 99
" express	2,600 00	3,375 00
" mails	7,825 00	7,825 00
" rent of road	7,083 34	5,500 00
" rents and miscell.	3,176 41	2,788 61
Total	$190,877 43	$179,947 90
Increase		$10,929 53
Earnings from Jan. 1, to Dec. 1, 1860	$2,335,093 22	$1,565,987 80
Increase		$369,105 42

The earnings of the Little Miami Railroad for December were:

1859 $99,586 25
1860 80,872 37
Decrease $18,713 88

The earnings of the Norwich and Worcester Railroad for December, 1860, were $21,113 25
December, 1859 25,885 21
Decrease $3,770 96

The earnings of the Erie Railroad for December, 1860, were $412,722 78
December, 1859 409,131 00
Increase $3,591 73

The earnings of the Macon and Western Road for December were:

Passengers $14,297 90
Freight 16,177 68
Mails, etc. 866 45
Total $31,344 03
December, 1859 46,240 40
Decrease $14,896 37

Central Railroad of New Jersey.

In advance of the publication of the annual report, the Directors of the Central Railroad of New Jersey submit the following statement of the result of the year's business:

	1860.	1859.	Increase.
Rece'ts.	$1,185,847	$971,702	$214,145 or 22 p. ct.
Exp.	475,456	385,716	89,740 or 23 p. ct.
N. earn's.	$710,396	$585,986	$124,405 or 21 p. ct.

The following disposition has been made of the net earnings $710,391 40

Inter'st of $2,000,000 b'ds.	$140,000 00	
Interest on balance acc't.	4,203 36	
Interest on above bonds, accrued, not due	47,833 32	
Dividends, 10 per cent	361,460 00	
Taxes for 1860 to State	24,502 07	577,998 76
Balance equal to 3½ per cent, on stock transferred to renewal fund		$132,392 64

This renewal fund has been debited as follows:

Expenditures of year on new track, new buildings, tools, and other property charged off to cover depreciation in these acc'ts.	$22,840 38	
Expenditures of year on construction balanced by an equal amount of discount on second mortgage bonds withdrawn from construction	17,378 21	40,218 58
Balance to credit of renewal fund.		$92,174 05

Florida, Atlantic and Gulf Central Railroad.

We learn that this road, extending from Jacksonville on the St. Johns River, to Tallahassee, has been completed, and that trains are now running regularly between the two places.

Cleveland Zanesville and Cincinnati Railroad.

The following gentlemen have been elected directors of this road for the ensuing year:

Simon Perkins, J. D. Commins, D. L. King, Jno. S. Gilcrist, E. B. Ellsworth, H. K. Enos.

President and Superintendent—Simon Perkins.
Secretary and Treasurer—Edward Mizo.

Memphis and Louisville Railroad.

We learn that the gap in the rails between Paris and the Tennessee River, is now reduced to twelve miles. The whole is expected to be down early in March.

The Franklin Railroad.

This road was opened from Chambersburg to Greencastle on the 6th February, 1860, and to Hagerstown on the 29th February, 1860. Its length is 22 miles. For the eight months ending Sept. 30. the road's earnings were in these amounts, to wit:

February	$472 21	June	$1,246 90
March	1,639 40	July	1,581 59
April	1,529 00	August	2,661 93
May	1,398 15	September	1,972 68

Total earnings for first eight months... $12,501 68

This road is operated by the Cumberland Valley Railroad Company, for one half the gross receipts.

Taxes upon Railroads.

The Michigan Central Railroad paid for taxes in 1860, $72,820 59; the Michigan Southern $27,091 91, with $22,436 68 in arrears, but which the road claims exemption from; the Detroit and Milwaukee, $21,361 16, with $22,900 in arrears; Detroit, Monroe & Toledo, $4,117 15; Grand Trunk, $6,321 24—*Chicago Times.*

Journal of Railroad Law.

LIABILITY OF A CARRIER ON CONTRACTS ENTERED INTO UPON THE SABBATH; THE LAW AS TO BUSINESS PERFORMED ON SUNDAY.

The law, more or less perfectly reflects the moral sentiment of the community. That which would have been regarded as right and fair in other centuries, in the light of the nineteenth, would be regarded as the height of injustice. As the world progresses men become more nice in their discriminations between right and wrong, and the statute book speedily reflects these distinctions. So as the moral attitude of man towards his maker became better understood, the law changed in conformity with the new ideas which governed the conduct of the community. This is illustrated in the history of the common law relative to the observance of the Sabbath throughout our country, a brief sketch of which as applicable to business performed on that day is given in the opinion rendered upon the decision in the case of Merrit *vs.* Earle.

The action was brought by the plaintiff to recover the value of two horses shipped on board of the defendant's steamboat Knickerbocker at Albany to be conveyed to New York, which were lost on the passage. The plaintiff arrived in Albany with his horses, by railroad from the West, on the morning of Sunday, August 31st, 1856 and having ascertained that the defendant's steamboat was to leave in the evening at six or seven o'clock, he put his horses on board in the afternoon, as he was directed to do by those in charge of the vessel, and took passage himself when the vessel left. In the evening while on the passage, he paid the freight of the horses at the office, on the boat, and took a receipt. While the boat was passing through the Highlands, about two or three o'clock on Monday morning, she ran upon the masts of a sunken sloop and was lost.

The defendants contended that they were not liable to the plaintiff for the loss of the horses upon the ground that the contract for the transportation of this property was made and the property delivered upon Sunday, and the voyage of the vessel was to be, and was commenced on that day.

A verdict was entered for the plaintiff at Circuit by the direction of the Court, reserving the de-

fendant's exceptions to be heard at General Term. The following is the decision of the Court upon the point just stated.

Emott, J.—There are, it seems to us, a number of sufficient reasons, why these transactions on Sunday do not constitute any objection to the liability of the defendant as a carrier. It must be remembered that all prohibitions of ordinary business on Sunday, with us, come from the statute. At the common law judicial proceedings only were prohibited on Sunday which is said in the books to be *dies non juridicus*, Even this is not strictly on grounds of morality, or of the Christian religion as recognized by the Common Law, nor was it the original practice of the Christian church. It was introduced like very many other doctrines and practices, some of which are perhaps less commendable, into popular christianity and thence into common law and usage, by the influence of the clergy. It is well known to lawyers at least, that until the year 500, the Christian courts were open, and legal business transacted in the ordinary way on Sundays as on other days. In the year 517 a canon was made forbidding this practice; which canon was subsequently confirmed by an imperial constitution. It was received with other parts of the canon law by the Saxon king of England, and afterwards ratified by William the Conqueror, and Henry II. Thus it comes that judicial proceedings on Sunday are void at Common law.

But all other business transactions are valid, except so far as prohibited by statute, however unbecoming or wrong in morals they may be considered. Our present statute forbids traveling, except in specified cases, servile laboring or working, and the exposure to sale of any wares or merchandise, except certain articles of food at a particular hour of the day. These are unlawful acts by statute, and it may be conceded that a contract for doing them or based upon them would be void. Making a contract or an agreement upon a Sunday, however, is not forbidden. Thus in Boyton *vs.* Page, a sale of a horse, made on Sunday, was upheld, and in the opinion of Judge Sutherland, a number of cases are cited in which transactions on Sunday have been sanctioned.

If the liability of the defendant rested entirely on contract, he could not escape from it, merely because the contract was made on Sunday. The contract was completed by the payment of the money and taking the defendant's receipt on the passage down. It was not, however, a contract for the performance of servile labor on Sunday, even if the business of the defendant is to be considered as coming within this term as used in the statute. It was simply an agreement for the transportation of the plaintiff's horses; and the defendant, if he had chosen to do so, might have detained his boat until midnight, before starting on his voyage, and yet have performed this agreement or any agreement under which the property was received on board of the vessel. It is true that the vessel was advertised to leave on Sunday afternoon, but it is also true that the voyage would and could not be performed before Monday. If her departure on Sunday evening absolved her owners from all liability as carriers, the same principle would discharge the owners of vessels where voyages were completed on Sunday, leaving the port of departure on Saturday and arriving at their destination on Sunday morning. It would also be fatal to the responsibility of the owners of coasting and lake steamers and canal boats, and of the numerous sailing vessels on all our waters whose voyages regularly include a Sunday between their commencement and their conclusion. A rule which would lead to such results cannot easily be admitted. The true rule is that a contract, to be void by the law, must be expressly and altogether for an act which the law forbids; it must be a contract for servile labor to be performed on Sunday exclusively and expressly, and not on any other day. Thus in Watts *vs.* Van Ness, the plaintiff had been allowed to recover a specific sum beyond his compensation for services on week days for work as an office clerk, done on Sundays. The court set aside the report unless the amount of these charges were deducted. Smith *vs.* Wilcox was an action for the price of an advertisement published in a Sunday paper, which, as the Court say, is an article of merchandise distributed and sold only on Sunday. I apprehend that it would not be an objection to a recovery by the printer of a daily paper, for his paper or advertising in it, that he saw fit or was accustomed or even was compelled, in order to accomplish his publication properly to do part of his printing or other work on Sunday.

But the liability of the defendant does not rest upon contract, but his duty as a carrier, as settled and fixed by custom and common law. It is true the complaint states an undertaking and agreement, but it is one which the law imposes without any express contract. So too in this complaint negligence is averred, but it is not necessary to show any positive misconduct to sustain such averment. Any act or omission of the carrier, or anything which may befall his vessel and occasion danger to property is regarded by the law as negligence unless it be the act of God or the public enemies. It was sufficient, therefore, to sustain this action that the plaintiff's horses were received by the defendant's servants on his vessel for transportation; that the defendant was thus transporting them to New York, on Monday morning September 1st, and that they were then lost and not safely delivered. Upon these facts the defendant is liable without any contract and independent of it, as it did not vary the terms of his legal liability.

Population, Production and Wealth of Ohio.

We copy from the Message of the Governor, the following extract, showing the progress of the State of Ohio, in wealth, products and commerce for the period of 10 years just closed.

"The United States Census of the past year, with the report of the Commissioners of Statistics, furnish much interesting information relative to the growth of our State. To these sources, but chiefly to the latter, which will be laid before you in a few days, I am indebted for the following facts, which exhibit, in part, the gratifying progress of the State in its material development, during the past ten years:

	1850.	1860.
Population	1,080,329	2,346,000
Increase		365,671
Increase per cent		18.4
Improved lands, acres	9,851,493	13,105,945
Unimproved " "	15,600,000	12,210,154
Inc. of impro'd lands, acres.		33 per cent.
Number of land o'rs	277,000	810,000
Average quantity of land ow'd by each per'n, acres.	90	84
Average price of land, acre.	$19 90	$21 00

AGRICULTURAL PRODUCTS.

	1850.
Aggregate amount of grain crops.	88,457,124 bush.
Meadow (hay)	1,443,102 tons.
Live stock	7,733,466 num'r.

	1860.
Aggregate am't of grain crops.	133,100,173 bush.
Meadow (hay)	1,806,465 tons.
Live stock	8,213,857 num'r.
Increase of grain crops	50 per cent.
" hay	25 per cent.

MINING.

	1850.
Coal mined	8,000,000 bush.
Iron furnaces	35 num'er.
Iron pig metal made	52,658 tons.
Salt made	550,350 bush.
Value of mining products.	$2,024,700

	1860.
Coal mined	48,000,000 bush.
Iron furances	54 num'er.
Iron pig metal made	106,000 tons.
Salt made	2,000,000 bush.
Value of mining products.	$8,280,000
Increase of coal mined	600 per cent.
" pig iron	100 "
" salt made	300 "
" values	400 "

MANUFACTURES.

	1850.	1860.
Values of manufactures.	$41,124,707	$87,284,785
Aggregate value of manufactur'g, mining, and mechanical industry.	62,674,259	119,962,183
Increase of manufactures, values		112 per cent.
Increase of mechanical and manufacturing industry		90 "

COMMERCE AND NAVIGATION.

	1850.	1860.
Vessels built, number	31	66
Tonnage of vessels built	5,214 tons.	19,521 to's.
Aggregate tonnage	62,460 "	115,294 "
Vessels cleared for foreign States	268	480
Tonnage of vessels cleared for foreign port	83,407 "	61,446 "
Increase of vessels bu't.		100 per cent.
" tonn'e "		260 "
" whole ton'e.		85 "
" for'n trade.		90 "

LOCOMOTION.

	1859.	1860.
Canals	960 miles.	960 miles.
Railroads	380 "	3 084 "
Turnpikes & plank r'ds.	2,000 "	3,100 "
Increase of railroads		700 per cent.
" turnpikes		50 "

The estimated cost of the 2,700 miles built since 1850, is eighty millions of dollars.

PROPERTY AND DEBT.

	1850.	1860.
Cash val. of all prop'y.	$504,726,000	$888,302,601
State debt	15,520,768,000	16,927,834

The aggregate debt of the State, municipalities, bankers, merchants, and individuals, was estimated by the Commissioner of Statistics, in his report of 1859, at $189,592,346, exclusive of railroads, which is a specific pledge on the roads.

Debt due out of the State, $65,000,000, consisting of debt due by the State, municipalities, banks and merchants.

Increase in the value of property .... 75 per cent.
Proportion of debt to value of property. 28 per cent.
" " due out of the State to the whole value of property..... 8 per cent.

The entire debt of the State and of the people of Ohio, is considerably less than the increase in the value of property in the last ten years. Small as is this debt compared with the resources of the State, it is yet a heavy burden on the industry of the people, which can only be lessened, or removed by augmented production and increased economy."

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	64.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	299,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	126
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	133.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	74
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	70
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	82
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
—	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Pern and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	.....	1,014,252	881,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,231,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
31 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,161,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,317,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,334	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,376	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.8	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	656,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	69½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	1756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	28	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109½
30 Nov. '59	47.0	7.0	22.8	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	108½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	316,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,915	—	74
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	105½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	106
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	nsaton.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,565	77.0	107,478	246,798	106,317	—	16½
30 Nov. '59	166.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	57
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	14½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,432	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,801	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	.....	—	—	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,650	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	185,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	107½
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	16	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,236	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	813,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	129
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.6	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	—	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	—	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nill." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '52	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,055	—	—	—	—	—	....
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93.894	84,119	11,215	—	....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning.....	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie .	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	33.1	—	—	—	—	Cayuga and Susquehanna	1,057,829	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand..	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City.....	287,357	*	—	352,741	14,000	28.716	395,457	—	—	—	—	—	....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	....
30 Sep. '59	144.0	—	100.5	—	52	107	542	Hudson River.....	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	48
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	.....	.....	—	—	—	—	—	....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island.....	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	9
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central.....	25,104,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.0	3,945,128	6,200,848	2,791,419	7	79½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie.....	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	41½
30 Sep. '59	130.3	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	16
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,237	121.8	347,800	382,932	120,850	—	....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,329	8	....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown.....	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	....
30 Sep. '59	13.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	....
30 Sep. '59	13.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	13.0	17,620	12,025	.....	—	....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady....	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	....
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton....	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston.....	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b.Hud	s. River.	.....	6	....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	695,000	65,033	2,249,183	96.8	219,280	362,994	154,752	3	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina .	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
.. .. '58	223.0	—	....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	....
.. .. '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	103,541	—	....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester .	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon.....	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
.. .. '58	—	—	—	—	...	...	....	Atlantic and Great Western..	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	....
31 Dec. '59	118 2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,513	1,267,078	64,251	3,565,956	118.2	.....	236,368	81,508	—	....
1 Aug. '59	137.0	—	....	—	41	89	508	Central Ohio.....	5,579,508	922,670	100,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	.....	597,633	71,356	—	....
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton..	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
.. .. '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc..	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	85
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	88,000	8,242	5,343,275	141.2	.....	1,113,639	675,159	7	97½
31 Dec. '59	67.0	—	....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,978	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	87.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	113
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	34½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis ..	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia.....	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,796	8	88
31 Mar. '60	144.0	—	....	—	...	...	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,330	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	....
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western.....	930,202	104,912	—	289,892	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre.....	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	....
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,353,867	45.0	105,304	151,866	44,615	—	....
.. .. '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	79
31 Dec. '58	173.8	21.6	....	—	38	26	523	Marietta and Cincinnati.....	9,517,551	1,116,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	....
30 Apr. '59	192.8	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117 0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc. .	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	....
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	....
30 Nov. '58	56.6	—	....	74.0	7	3	64	Scioto and Hocking Valley...	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus....	346,500	—	—	193,000	150,000	8,500	346,500	ope	r. by C.,	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
.. .. '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow.....	966,792	260,000	—	1 410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	10
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	....
31 Dec. '59	110.8	2.3	36.0	—	...	...	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,809	—	90
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	....
30 Sep. '59	18.6	—	4.0	—	...	...	....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	....
31 Aug. '60	36.9	13.6	21.9	—	...	...	....	Harrisburg and Lancaster....	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.6	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top ..	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	....
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,250	1,500,000	.....	.....	45.7	.....	625,846	333,896	6	75
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	...	...	....	Lehigh Coal and Navigation..	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania.....	5,449,061	366,997	.....	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central.	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading....	19,390,868	2,121,010	20,130	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	....	46½
31 Dec. '58	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	125
31 Oct. '59	98.0	6.0	....	—	31	60	487	Phila., Wilmington and Balt. .	7,788,786	*	78,962	5,000,000	2,498,435	870,078	8,468,513	—	11 mos.	1,086,188	421 (56)	—	86½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." *Land-Grant Railroads are in "italics."*

Years ending	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
	PENNSYLVANIA, (*Continued.*)																				
30 Nov. '59	Pittsburg and Connellsville	48.0	—	3.1	99.5	4	4	43	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,428	.....	—	....
30 Nov. '59	Pittsb'g, Ft. Wayne & Chicago	467.5	—	56.3	—	96	80	1,059	15,557,779	1,785,182	91,100	6,266,278	8,805,457	1,583,847	17,260,419	467.5	1,539,031	1,965,988	674,655	—	4
30 Sep. '59	Pittsburg and Steubenville	31.0	—	....	11.0	.....	.....	....	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	Schuylkill and Susquehanna	54.0	—	3.0	—	7	7	26	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	Schuylkill Valley	9.2	15.3	14.9	—	—	—	—	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	84,501	29,604	3½	....
30 Nov. '59	Shamokin Valley & Pottsville	28.0	5.0	3.3	—	4	1	445	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	93,227	54,582	....	....
31 Dec. '59	Sunbury and Erie	148.0	—	20.0	140.0	.....	.....	....	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	Tioga	29.6	6.6	31.9	—	8	3	127	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	Westchester and Philadelphia	26.4	—	2.1	—	4	11	9	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	Williamsport and Elmira	78.0	—	....	—	.....	.....	....	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,306	—	1
	RHODE ISLAND.																				
31 Aug. '58	N. Y., Providence and Boston	50.0	—	2.0	—	9	13	84	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	206,439	96,571	5	....
30 Nov. '58	Providence, Warren & Bristol	13.6	—	0.5	—	—	3	5	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	....	....
	SOUTH CAROLINA.																				
31 Dec. '58	Blue Ridge	13.2	1.5	....	132.4	2	—	26	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	Charleston and Savannah	54.9	—	....	47.4	4	3	21	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	Charlotte and South Carolina	109.6	—	....	—	13	9	176	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
.. .. '58	Cheraw and Darlington	40.3	—	....	—	.....	.....	....	600,000	*	—	400,000	200,000	.....	.....	40.3	.....	.....	.....	—	....
1 Jan. '59	Greenville and Columbia	143.2	21.3	....	—	.....	.....	....	2,439,769	324,161	—	1,429,008	1,145,000	345,570	2,919,564	164.5	.....	341,190	125,571	—	....
31 Aug. '58	Kings Mountain	22.5	—	....	—	.....	.....	....	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	Laurens	32.0	—	....	—	.....	.....	....	543,403	*	—	400,000	106,218	.....	576,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	North-Eastern	102.0	—	....	—	.....	.....	....	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '58	South Carolina	136.0	106.0	....	—	62	59	790	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	....
31 July '58	Spartanburg and Union	25.1	—	....	41.9	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
	TENNESSEE.																				
1859	Edgefield and Kentucky	.....	—	....	17.0	2	—	14	857,947	*	—	333,204	612,000	60,800	.....	80.0	29,845	9,359	7,486	—	....
1859	East Tennessee and Georgia	30.0	—	1.8	—	12	10	171	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	East Tennessee and Virginia	140.0	—	8.0	—	10	10	128	2,310,033	156,264	—	636,654	1,902,000	390,407	.....	130.6	150,142	297,806	3 149,167	—	....
1860	Memphis and Charleston	271.6	19.4	20.0	—	43	37	607	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,655,696	873,597	—	....
1859	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	—	—	—	—	—	....
1859	Memphis, Clarkesv. & Louisv.	100.0	—	30.6	55.8	—	—	—	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	....
1859	Mississippi and Tennessee	59.0	—	—	40.1	7	5	119	1,137,400	*	—	798,285	554,049	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	Mississippi Central and Tenn.	47.4	—	2.3	—	4	5	46	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	McMinnville and Manchester	34.2	—	7.0	—	12	2	81	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
1859	Nashville and Chattanooga	149.7	44.0	7.9	—	39	17	319	3,632,582	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	....
1859	Nashville and Northwestern	—	—	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
1860	Tennessee and Alabama	45.8	—	4.2	11.7	5	5	32	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,050	127,055	87,248	—	....
1859	Winchester and Alabama	30.0	—	0.6	8.0	—	—	—	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
	TEXAS, (*all aided by State*).																				
.. .. '58	Buffalo Bayou, Braz. & Col'r'do	32.0	—	....	158.0	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	Galvest., Houst. & Henderson	56.0	—	....	184.0	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '60	Houston and Brazoria	50.0	—	1.6	75.0	2	1	40	1,250,000	.....	.....	275,000	240,000	175,000	.....	60.0	31,360	32,676	.....	—	....
1 May '60	Houston and Texas Central	70.0	—	6.0	280.0	7	5	124	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,546	196,568	—	....
.. .. '59	San Antonio & Mexican Gulf	25.0	—	....	110.0	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	Southern Pacific	28.0	—	....	756.0	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
	VERMONT.																				
31 May, '59	Connect. & Passumpsic Rivers	90.7	—	8.6	19.6	7	8	181	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	492,122	82,001	—	....
31 Aug. '59	Rutland and Burlington	119.6	—	13.0	—	26	18	555	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	854,288	81,561	—	....
31 Aug. '59	Rutland and Washington	62.0	....	3.4	—	10	5	201	1,771,683	*	—	960,000	.....	.....	1,780,683	62.0	175,880	172,826	37,124	—	....
30 Jun. '59	Vermont Central	119.0	—	20.0	—	42	28	885	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	160.0	617,262	702,271	115,678	—	....
30 Jun. '59	Vermont and Canada	47.0	—	2.8	—	—	—	—	1,350,695	.....	.....	1,350,000	.....	.....	1,350,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	Vermont Valley	23.7	—	0.7	—	4	4	54	1,212,274	89,612	—	516,164	793,200	.....	1,306,564	23.7	47,324	45,998	10,493	—	....
31 Aug. '59	Western Vermont	54.0	10.5	....	—	.....	.....	....	1,082,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,558	....	....
	VIRGINIA.																				
31 Aug. '59	Alex., Loudoun & Hampshire	41.8	—	—	122.1	—	—	—	1,492,194	42,000	—	1,403,018	36,188	68,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.6	9	5	221	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	Norfolk and Petersburg	79.2	—	4.8	—	5	2	76	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	Northwestern Virginia	103.5	—	....	—	5	—	—	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '59	Orange and Alexandria	148.7	9.1	4.5	—	12	10	101	6,060,824	*	—	1,981,167	2,316,579	285,532	6,225,015	97.6	.....	288,297	157,572	—	....
30 Sep. '59	Petersburg and Lynchburg	123.3	10.1	....	—	19	12	279	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	Petersburg and Roanoke	59 2	21.3	....	—	14	17	131	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,856	7½	....
30 Sep. '59	Richmond and Danville	140.5	2.7	12.0	—	22	20	410	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,208	292,988	4	67
30 Sep. '59	Richm., Frederick & Potomac	75.1	—	4.5	—	11	10	196	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	270,946	145,388	7	77
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	—	10	7	188	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,588	6	160
30 Sep. '59	Richmond and York River	23.7	—	0.2	14.6	2	—	23	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	Seaboard and Roanoke	80.0	—	....	—	10	11	161	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,069	7	....
30 Sep. '59	Virginia Central	178.2	—	16.5	7.0	27	23	217	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	294,195	652,405	382,690	4	89
30 Sep. '59	Virginia and Tennessee	204.2	10.7	....	—	36	12	385	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,750	—	....
30 Sep. '59	Winchester and Potomac	32.0	—	2.5	—	5	4	40	516,850	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
	WISCONSIN.																				
1 Dec. '59	Kenosha and Rockford	55.0	—	2.0	121.0	3	2	40	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	*Milwaukee and Minnesota*	199.8	—	....	—	.....	.....	....	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	Milwaukee and Chicago	40.0	—	....	—	5	10	75	1,830,073	*	23,304	1,000,000	600,000	246,265	1,908,555	40.0	74,242	159,456	82,182	—	....
.. .. '57	Milwaukee and Horicon	42.0	—	....	27.8	.....	.....	....	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '58	*Milwaukee and Mississippi*	191.9	42.5	28.3	—	43	33	623	7,106,026	1,006,100	—	3,696,693	4,047,000	762,552	8,506,545	234.4	.....	883,186	436,043	—	12
.. .. '57	Milw., Watertown & Baraboo	50.0	—	—	85.0	.....	.....	....	514,238	.....	.....	845,861	132,000	.....	.....	50.0	.....	121,491	.....	—	....
1 Jan. '58	Racine and Mississippi	104.0	—	....	38.8	.....	.....	....	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,692,471	86.0	.....	213,964	81,045	—	....
.. .. '58	Wisconsin Central	10.0	—	....	55.0	—	—	—	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
	FOREIGN COMPANIES.																				
	CANADA.																				
31 July '59	Buffalo and Lake Huron	158.5	—	....	—	26	24	341	2,884,887	749,870	—	3,715,762	157,366	107,067	4,019,196	158.5	363,216	.....	.....	—	....
.. .. '59	Montreal and Champlain	51.0	—	....	—	16	17	214	.....	.....	.....	.....	.....	.....	.....	51.0	166,245	.....	.....	—	....
.. .. '59	Brockville and Ottawa	37.0	11.0	....	72.0	2	2	17	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	Grand Trunk	624.0	137.0	....	78.0	204	130	2,399	46,651,084	*	—	15,603,125	31,351,133	—	46,954,261	761.0	2,049,997	1,669,219	4,000	6	28
.. .. '59	Great Western	229.0	128.0	....	—	87	128	1,689	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	8	....
.. .. '59	London and Port Stanley	24.0	—	....	—	2	2	62	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
.. .. '59	Northern (O. S. & H.)	95.0	1.6	....	—	17	20	337	.....	.....	.....	.....	.....	.....	.....	96.6	254,580	.....	.....	—	....
.. .. '59	Ottawa and Prescott	54.0	—	....	—	5	5	118	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	Welland	25.0	—	....	—	4	—	57	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
	NEW BRUNSWICK.																				
30 Nov. '58	European & North American	29.9	0.9	....	79.3	.....	.....	....	2,100,256	*	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	125
.. .. '59	New Brunswick and Canada	60.0	—	....	—	.....	.....	....	968,746	*	—	868,493	—	70,253	968,746	60.0	.....	.....	.....	—	....
	NOVA SCOTIA.																				
.. .. '59	Nova Scotia	61.5	—	....	60.1	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
	NEW GRANADA.																				
.. Dec.	Panama	48.7	—	....	—	.....	.....	....	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,926,444	1,269,160	12	117

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'70	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62–'64	----
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	77½
" "	700,000	6	1880	77½
" "	1,128,500	6	1875	79
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	6	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie :**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio :**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	93
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	42
2d Mortgage	2,000,000	---	------	17½
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	100
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	604,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	70
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin. :**				
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***Columbus, Piqua and Indiana :**				
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Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
----------	----------	†	------	----
----------	----------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62–'63	93
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n :				
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***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
----------	----------	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	6,000,000	7	1881	55
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	108½
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	86½
Convertible	1,002,000	7	1877	80
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	94½
Construction	4,115,000	6	1875	94½
Free Land	3,000,000	7	1860	102½
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	261,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville :				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.) :**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,590,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	76
2d Mortgage	2,175,000	†	1877	53
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	66
1st Mortgage (convertible)	526,000	8†		64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1870	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	93
Premium Consolidated Stock	8,000,000	6	1883	93
Real Estate	221,000	6	1883	93
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	99
3d Mortgage (convertible)	6,000,000	7	1871	85
4th Mortgage (convertible)	3,729,000	7	1880	84
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	65
Unsecured (convertible)	2,443,000	7	1862	65
Sinking Fund	2,193,000	7	1875	64
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	77
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
---- ---- ----	----------	†	------	----
Peru and Indianapolis:				
---- ---- ----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	70½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,220,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	000,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	...	1860	....
3d Mortgage	75,000	...	1870	....
4th Mortgage	60,000	...	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	...	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	...	1875	....
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	...	.....	....
2d Mortgage	450,000	...	.....	....
***Steubenv. and Ind. (P. C. and C.).**				
1st Mortgage	1,500,000	...	.....	....
2d Mortgage	900,000	...	.....	....
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	...	.....	....
St. Louis City Subscription	500,000	...	.....	....
St. Louis County Subscription	1,000,000	...	.....	....
Carondelet Subscription	50,000	...	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	...	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	...	.....	....
Mortgage	46,000	...	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
***Vermont Central:**				
1st Mortgage	.....	...	.....	16¾
2d Mortgage	.....	...	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	...	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	...	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Uterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
***Western Vermont:**				
1st Mortgage	700,000	...	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	...	.....	....
.....	.....	...	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	...	1866	74
2d Mortgage	1,000,000	...	.....	....
Income	177,000	...	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	...	.....	....
Sterling, issued in 1858	144,500	...	.....	....
Company's, endorsed by State	293,500	...	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	393,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending Jan. 23, 1860.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23
Federal Stocks:—						
U. S. 5s, 1874	93½	93	97	....	....	93½
U. S. 5s, 1865	91½	92	97	....	....	....
State Stocks:—						
California 7s	....	88	....	....	88½	
Georgia 6s	....	....	....	....	94	
Illinois 5s	....	....	....	....	....	
Indiana 5s	....	....	....	....	....	
" 2½s	....	....	....	....	....	
Kentucky 6s '95	....	....	....	....	....	
Louisiana 6s	....	....	....	....	....	
Maryland 6s	....	....	....	....	....	
Michigan 6s	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	
Missouri 6s	68	69	69	69½	69	68½
New York 5s, 1874	....	....	....	....	....	....
" 6s, 1865	....	....	....	....	....	....
North Carolina 6s	74½	....	75	80	....	82
Ohio 6s, 1860	97	....	....	....	97½	100
Tennessee 6s, 1890	74½	75	75½	76	76½	76
Virginia 6s	74½	76	76½	77	77	76½
Railroad Shares:—						
Chicago, Burl. and Q.	72	76	78	79	73	74
Chicago and Rock Isl.	57	59	61	61	57	57
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ashl.	....	....	115	....	....	....
Clev. and Pittsburg	....	....	102½	104½	104½	104½
Clev. and Toledo	34½	35½	37	37	34	35½
Del., Lack. and West.	....	....	80	....	....	....
Galena and Chicago	68	71	74	73	70	72
Hudson River	48	49	49	48½	46	46
Illinois Central (scrip)	87	87	88	87	83	82
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	55	57½	60	61	57	58
M. S. and N. I. guar'd,	35½	35	35½	35½	34	34
M. S. and N. I.	15	16½	16	16½	15	15½
Milwaukee and Miss.	12	....	14½	13½	....	
New Jersey Central	....	....	....	....	....	....
New York Central	79	80	81	81	79	79½
New York and Erie	39½	39½	40	40	39½	36
N. York and Harlem	15½	16	16	16	16½	15
N. Y. and H. "pref."	39	39	40	42	37	39
Panama	115½	116½	117½	117	117	117
Phila. and Reading	44	46	46½	48	41	46½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	45	45	45
" " 2d M.	17	18	18½	....	18½	
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	75	75	75	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	93
" 2 M. 8 p.c. '81	....	....	....	....	....	92
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2 M. 8 p.c. '75	....	....	....	....	95	....
Hann. & St. J. 1 M. 8s	54½	....	54½	....	54½	55
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	108½
" 2 M. 7 p.c. '60	....	97½	....	....	....	98
" 3 M. 7 p.c. '75	....	....	87	....	....	86½
Illinois Centr. 7 p.c. '75	94½	95½	96	....	97	....
" " 6 p.c. '75	94½	95½	96	....	97	....
L. Erie & Wab. 1 M.	....	65	65	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	97	99	98	96
" conv. 8 p.c. '60	....	....	....	....	....	....
Mich. Southern 1st M.	....	80	....	....	80	82
" " 2d M.	....	....	53	53	54	53
" " S. F.	74½	75	76	....	....	76
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	82
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	101½
N. Y. C. 6 p.c. certif. '83	....	....	....	....	....	93
" 1 M. 7 p.c. '64	....	....	....	....	....	101
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	103½
" 2 M. 7 p.c. '59	....	....	....	99½	....	99
" 3 M. 7 p.c. '71	....	....	....	....	....	85
" 4 M. 7 p.c. '80	....	....	85	....	....	84
" 5 M. 7 p.c. '83	....	....	....	....	....	75
" conv. 7 p.c. '62	....	....	68	....	....	65
" " 7 p.c. '71	....	....	....	....	....	65
" S. F. '75	....	....	68	68	....	64
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	....	97
" 2 M. 7 p.c. '64	....	....	....	....	....	97
" 3 M. 7 p.c. '67	....	....	....	....	....	77
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
Bank and Insurance Stock:—						
Am. Exchange Bank	....	....	103	93½	....	....
America, Bank of	....	....	105	....	106½	....
Commerce, Bank of	92½	....	....	92	....	....
Merchants' Exch. B'k	....	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	104	104	104	104	....	....
Mining Stock:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. C. Co.	....	....	....	....	....	....
Cumberland Coal Co.	....	....	....	8½	8½	....
Penn'a Coal Co.	78	....	83	....	....	79
Pacific Mail S. S. Co.	99	92½	93	93	90	90
Canton	....	....	15	....	....	....
Brooklyn Water W's	....	....	100	....	100½	....

The following are the closing prices in the London Market on the 9th January:

United States 5 p. c. red. '74	88	to	90
Illinois Central 6 p. c. red. 1875	87½	to	88
Do. 7 p. c. red. 1875	87½	to	88½
Do, do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	69	to	71
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgago (sinking fund), 1883	88	to	89
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	87	to	89
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	96	to	98
Do. $100 shares	75	to	78
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	77	to	79
Do. Bonds, 1862, '71, '75 do.	60	to	62
Do. Shares, assented	31	to	33
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do, 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, January 26, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The share market the past week has been one of great activity and fluctuations in prices. From the more favorable aspect of political matters, and the rapid accumulation of money in this city prices received an extraordinary impulse, many of the leading stocks advancing five and six per cent. Chicago and Rock Island went from 56¾ to 62¾: Galena and Chicago from 68 to 74½; Chicago, Burlington and Quincy, from 70 to 79; New York Central from 78¾ to 82, and shares of other roads advanced at very nearly equal rates. The foreign news received on Monday and Tuesday gave an equally rapid downward turn to the market, although prices have not yet receded quite to the figures of a week ago. The foreign news are not favorable, nor is the aspect for the immediate future encouraging. In Europe they are hardly more certain of events than in this country. Political embroilments and hostilities threaten. There is a deficiency of food, which is always a cause of apprehension and disturbance. At this juncture, the balance of trade is in favor of the United States, the great source of supply of breadstuffs, causing extensive shipments of gold to this country. The effect of all these things is to advance in Europe the rates for money, and seriously to interfere with the operations of trade. The falling off of orders for merchandise from this country must be seriously felt, as these are not likely to be renewed to any considerable extent for some time to come. As in 1857 an universal fit of economy has seized our people, and the consumption of articles of luxury of all kinds, will till times change with us, be foregone to a great

extent. The entire stoppage of our railroads has again brought iron to the lowest figures previously recorded. The importations of foreign manufacture have almost entirely ceased, while American rails are considerably lower then ever offered at before.

The earnings of our railroads for the past year, the accounts of the operations of which we are beginning to receive, show a large increase over 1859. The earnings of the Philadelphia and Reading for 1860, were $3,312,536, against $2,724,293 for the previous year, showing a gain of $588,253. The net earnings were $1,625,945; for 1859, $1,245,816; increase $383,129. The company declared no dividend, although the net earnings after the payment of sinking fund dividends on the preferred stock, amounted to $619,408, which is a little more than 6 per cent. on the common shares. The earnings of the Philadelphia, Wilmington and Baltimore Railroad for 1860 were $1,236,597; expenditures of all kinds including interest, $764,885, leaving as net earnings, $471,712, out of which dividends equalling 6½ per cent. amounting to $360,000 were paid. This has now come to be a regular dividend paying road. The company have no floating debt whatever. Its road is in admirable order, and under excellent management. The Michigan Central Railroad has also got back on to the dividend paying list. Its earnings for the 6 months ending November 30th, were $1,176,341; expenses and interest, $868,045, leaving for dividends, for the half year, $308,296, out of which a dividend of 3 per cent., amounting to $181,734 has been paid. The annual report of the Macon and Western Railroad makes its usual favorable showing. The earnings for the past year were $404,617, against $375,250 for 1859; expenses of all kinds were $192,941, leaving $212,676 as net earnings. During the year dividends equalling 19 per cent. were paid out of accumulated earnings. For 10 years past the dividends have averaged 10 per cent. The company have no debt whatever. The earnings of the Wilmington and Manchester Railroad were $469,458, against $427,043 for 1859. The operating expenses were $249,770, leaving as net earnings, $219,688, which is equal to 8.72 per cent. on the whole cost of the road, after the payment of interest. The net earnings have been applied to the payment of the floating debt of the company. The earnings of the Norwich and Worcester Railroad for 1860 were $358,362, against $351,689 for 1859, the current expenses were $199,356; interest $42,279, leaving $116,725, out of which one dividend of 2½ per cent., amounting to $52,812, has been paid. The report of the Central Railroad of New Jersey is a very favorable one. The total receipts for 1860 were $1,185,847, against $971,702 for 1859. The net earnings were $710,396, out of which interest, taxes and two 5 per cent. dividends, the whole amounting to $577,998, were paid, leaving a surplus of $133,393. The North Pennsylvania Railroad earned the past year $389,622, against $347,302 for 1859. The net earnings exceeded the interest on the funded and floating debt by $15,262. The earnings of the Calais and Baring Railroad for the past year were $34,274, against $29,190 for 1859. The net earnings were $18,310, out of which a dividend of 4 per cent. was paid. The returns show an uniform increase, in many cases to a very large amount.

Philadelphia and Reading Railroad.

We give elsewhere the able and interesting report of the President of this company for the past fiscal year. The following statement will show the result of the operations of the road from the date of its opening to the present time:

Year.	Cost of Road, etc.	Mileage.	Gross Earnings—Pass'r.	Freight.	Coal.	Total.	Operating expenses.	Earnings, less exp.	Div.—$	P. c.	Div.—
1843....	$1,119,292	95	$71,895	$37,927	$278,840	$394,318	$214,923	$179,395	nil.		nil.
1844....	9,398,354	95	92,802	49,293	446,509	597,613	329,442	268,171	"		"
1845....	10,276,351	95	103,411	60,588	886,939	1,078,031	570,726	507,305	"		"
1846....	11,531,441	95	141,749	137,583	1,600,667	1,900,115	862,320	1,037,795	312,000	10	
1847....	12,115,886	95	156,201	136,220	1,698,664	2,002,945	1,100,406	902,539	411,840	12	
1848....	14,396,458	95	174,968	117,457	1,388,605	1,692,555	1,212,029	480,526	nil.		nil.
1849....	16,318,087	95	165,908	106,347	1,648,900	1,933,691	1,023,245	910,346	"		"
1850....	16,325,332	95	148,379	125,822	2,071,731	2,363,958	1,169,455	1,194,503	249,590	6	
1851....	16,649,515	95	152,432	123,672	2,018,871	2,294,975	1,304,291	990,684	nil.		nil.
1852....	17,141,987	98	168,430	138,964	2,150,677	2,480,626	1,340,797	1,139,829	722,071	14	
1853....	17,905,018	98	226,763	180,612	2,254,694	2,688,287	1,329,511	1,358,776	172,995	3	
1854....	18,464,115	98	272,387	231,626	3,253,823	3,781,639	1,771,201	2,010,438	587,423	10	
1855....	19,004,180	98	301,962	325,851	3,664,095	4,291,898	1,941,041	2,350,857	1,077,029	12	
1856....	19,163,151	98	288,427	348,699	3,242,458	3,879,584	1,979,019	1,900,565	770,530	8	
1857....	19,262,720	98	322,612	329,986	2,412,923	3,066,522	1,601,753	1,463,769	385,425	4	
1858....	23,811,910	152	309,142	535,915	1,865,693	2,510,751	1,382,720	1,128,031	nil.		
1859....	24,070,835	152	318,846	474,988	1,883,685	2,724,293	1,478,477	1,245,816	"		
1860....	24,070,835	152	333,359	651,128	2,328,157	3,312,544	1,686,561	1,625,985	"		
	$297,025,473	1,899	$3,739,192	$3,861,008	$35,092,931	$42,993,247	$22,297,917	$20,695,336	$4,689,713	79	

The dividends in the above table are those paid on common stock. Of these, 44 per cent. have been paid in stock, viz., 10 per cent. in 1846, 12 per cent. in 1847, 8 per cent. in 1852, 10 per cent. in 1854, and 4 per cent. in 1855. The "Operating Expenses" include the "Renewal Fund," established in 1848, of 3 cents (increased in 1857, to 5 cents) for every hundred tons carried one mile.

The earnings from transportation of mails and receipts from miscellaneous sources are embraced in the "total earnings."

The total net earnings of the road from the commencement of its operations have equalled almost exactly 7 per cent. The dividends paid however, have equalled only about 4¼ per cent.

The net earnings the past year were nearly up to the average for the whole period. If the company could get its floating debt fairly out of the way, and its funded in a shape to escape excessive charges for extensions, we see no reasons why regular dividends should not be paid on the share capital. The funded debt is at 6 per cent. interest.

New York Central Railroad.

The suit in which the State of New York was plaintiff, against this Company to recover the *canal* tolls remitted by the law of 1851, has just been decided *adversely* to the State. It was claimed that the law remitting the tolls was *unconstitutional*, the same having been previously appropriated by the constitution for other objects for a term of years. We take it that this is the last of the *legal* persecutions to which this Company will be subjected.

Sandusky, Mansfield and Newark Railroad.

At a meeting of the stockholders of this road the following Board of Directors was elected: Wm. Durbin, Wm. P. Chapman, Samuel M. Robinson, Robert McComb, H. P. Warden, James E. Woodbridge, Jerome Buckingham, John W. Sprague, James Lyon.

At a meeting of the directory the following gentlemen were elected officers: Wm. Durbin President, John W. Sprague, Secretary; Wm. P. Chapman, Treasurer; James H. Stewart, Assistant Superintendent; Thomas Hogg, Master Mechanic.

Philadelphia, Wilmington and Baltimore Railroad.

The annual meeting of this company was held in Wilmington, Del., on the 12th. The Twenty-Third Annual Report of the President and Directors was submitted. From this we learn that the earnings of the road for the fiscal year ending Oct. 31, 1860, were:

From passengers	$831,805 71
" freight and express	317,568 87
" rents	15,109 20
" mails and miscellaneous	46,614 77
	$1,210,598 55
To which add earnings of the New Castle and Frenchtown line	25,999 39
Total for both roads	$1,236,597 94
The total expenditures of all kinds on both roads, and loss on Delaware Railroad, was	764,885 75
Leaving net earnings	$471,712 19
Dividends 6½ per cent.	364,000 00
Leaving a surplus of	$107,712 19

From this surplus deduct the appropriation to the sinking fund, which commenced January 1, 1860, and was at the rate of $40,000 per annum. From January 1, 1860, to October 31, 1860, a period of ten months, this would be $33,333 33. On the 20th day of November there was purchased for the sinking fund $40,000 of the bonds of the company, due July 1, 1844. Of these, $33,333 33 was for the year ending October 31, 1860, and the balance on account of the appropriation to be made in 1861. The certificate of the purchase and cancellation is appended to this report, in accordance with the condition of the mortgage. There remains, then, an actual surplus for the year over all expenditures, interest, dividends, loss on Delaware Railroad, and appropriation to sinking fund of $74,378 85.

From the tables showing the number of passengers carried one mile, and the number of tons of freight carried one mile, and from an apportionment of expenditures to each as near as the same may be, it appears that it has cost, including all improvements, one cent to carry each passenger a mile, and 23.10 cents to carry each ton of freight one mile for the last year. These expenditures will vary, however, from year to year as the busi-

ness increases, and as more or less liberal expenditures are made to improve and increase the property of the road.

The items of new work and improvements, over and above operating expenses, for the year are as follows:—New track, bridges and fences, $24,693 90; locomotives, $15,531 25; passenger cars, $15,250; merchandise cars, $35,821 17; stations, &c., $10,181 01; wharf at Wilmington, $3,156 17; making a total of $104,633 50. The number of miles run by passenger trains during the year was 218,677. The earnings per mile apportioned to foreign passenger trains were $3 62; apportioned to freight trains $2 07; the cost per mile for passenger trains was $1 29, and that for freight $1 57; profit per mile run by passenger trains $2 34, and 50 cents by freight.

The whole of the bonded debt due July 1, 1860, of $2,161,775 05 has been exchanged or paid off, excepting certificate of $300, which is held by a party absent from the country, and which for that reason has not been presented for payment. Of the new loan, authorized by the stockholders, of $2,000,000, to pay off the loan due July 1, 1860, and the two improvement loans, one for $144,000, due April 1, 1858, and the other for $119,000, due May 1st, 1863, there has been issued up to the present time $2,342,000, of which $42,000 have been redeemed, leaving outstanding $2,300,000. The company owes no floating debt.

During tha year there has been relaid 12 15-100 miles of track; in relaying which 800 tons of new iron has been used, and there were used in relaying and repairs 59,583 new cross-ties. They have adopted a new rail, weighing 51 pounds per yard. This rail is made of all re-worked and refined iron. The top bar in the pile is of the hardest and densest iron, and is 7½ inches by 2 inches, or of a size sufficient to form the whole head of the rail when rolled out. The neck and web of the rail are fibrous. The height of the rail is 3¾ inches, and the with of the flange the same as the height of the rail.—The height secures vertical strength and stiffness, and the width of flange resistance against lateral preasure. For this improved rail they pay an extra price of five dollars per ton, and from present appearances of its wear, it will prove a profitable investment. They still adhere to their opinion that good quality of iron is better attained by the adoption of a light than a heavy rail, both from experience and observation, and for the reasons expressed in the former reports.

The whole cost of accidents to machinery and track for the year was only $1,110 87. In reference to the use of coal as a fuel for locomotives, the President, Mr. Felton, speaks in the highest terms. Eight coal burning engines were in use, and the average cost of coal for each mile run was six cents, and the average cost for running wood burners was fourteen cents per mile.

New Jersey Railroad and Transportation Company.

The New Jersey Railroad and Transportation Company have declared their usual semi-annual cash dividend of 5 per cent., payable on and after the first of February next. The comparative receipts and expenses, and other statistics for the years closing on the 31st of December, 1859 and 1860, are as follows:

	1859.	1860.
Gross receipts	$1,025,682 65	$1,113,881 76
Expenses	382,072 17	443,161 06
Net earnings	643,610 48	670,720 70
Dividends (10 per ct.)	374,900 00	374,600 00
Surplus	191,383 72	218,248 00
Miles run	447,671	522,731
Running exp's per mile.	86 cents	75 cents.

A stock dividend of 10 per cent has also been declared out of surplus earnings, to all stockholders on the 31st of March next, which apportioned stock is to draw dividends as other stock out of the net earnings from the 1st of January, instant. There is still surplus earnings on hand amounting to $287,569 43, or about 7 per cent. on the capital.

Middleboro' and Taunton Railroad.

The receipts of this road for the years ending Nov. 30, 1859, and 1860, were:

	1859.	1860.
From passengers	$10,077 64	$11,419 91
" freight	15,901 39	15,962 24
" mails	657 50	712 47
Total	$26,636 53	$28,094 62
Expenses	27,231 59	25,892 92
Loss	$596 06	Ga'n $2,201 70
Number of passengers	18,334	20,663
Tons of freight	13,172	12,907

The directors elected for the ensuing year are: J. B. Tobey, E. Tucker, P. Tillinghast, J. S. Tillinghast, W. W. Crocker, C. Robinson, D. Jarvis.

Michigan Central Railroad.

The gross receipts of this company from operations of their road for the six months ending Nov. 30, 1860, were: $1,176,341 80

Operating expenses	$513,004 84	
Interest account	355,040 45	
		868,045 19
Net receipts		$308,296 61
Balance from previous six months		78,205 62
Total		$386,502 23
Payment to trustees of sinking funds		84,500 00
Balance to new account		$302,002 23
Compared with the corresponding period of last year, the gross receipts show an increase of		$117,443 82
With an increase in operating and interest expenses of		53,793 47
Making the net gain over last year		$123,649 95

Out of the surplus a dividend of 3 per cent. has been declared, amounting to $181,731.

Finances of Illinois.

We copy the following statement in reference to the public debt of this State from the late message of the Governor.

During the four years prior to December 1st, 1860, beside paying the accruing interest, as called for semi-annually, the following amount of State indebtedness, principal and interest, has been liquidated:

Amount paid January, 1858	$623,466 21
" " " 1859	31,551 05
Amount purchased with the State debt fund	599,719 58
Amount purchased with the State land fund	56,475 67
Am'nt purchased with the I. C. R. R. fund	215,690 70
Am'nt purchsed with the 3 per cent. school fund	7,038 24
Amount interest stock paid off, Jan'y 10, 1860	600,643 60
Amount interest stock paid August 10th, 1860	98,643 82
	$2,233,228 87
Am'nt paid registered canal bonds, January, 1858	$307,764 15
Amount of registered canal bonds, January, 1859	803,796 86
Am't paid canal bonds, July and Jan., 1860	162,334 45
	773,895 46
	$3,007,124 33
To which may be added amount of principal and interest paid and purchased, January 2, 1861	97,250 60
Making the entire amount liquidated since January, 1857	$3,104,374 93

The condition of the remaining debt, on the 30th November, 1860, was as follows:

Interest stock, payable at the pleasure of the State		$808,896 34
New refunded stock, coupon bonds, payable after 1860		13,000 00
New refunded stock, payable after 1862		902,000 00
Liquidation bonds, payable after 1865	$250,890 21	
New refunded stock, payable after 1865	21,000 00	
		271,890 21
New refunded stock, payable after 1869		215,000 00
New internal improvement stock, payable after 1870	$2,163,617 83	
New refunded stock, payable after 1870	193,000 00	
		2,356,617 83
New refunded stock, payable after 1876		109,000 00
Interest bonds of 1847, payable after 1857	$1,534,925 82	
New refunded stock, payable after 1877	185,000 00	
		1,719,925 82
		$6,395,830 20
Old State Bonds—		
Bank of Illinois bonds, payable after 1860	$31,000	
Int. Imp. bonds, payable after 1870	42,000	
Illinois and Michigan Canal bonds, N. C. R. R., after 1860	4,000	
		77,000 00
Internal improvement scrip		22,671 73
6 certificates for arrears of interest		2,674 53
		$6,498,176 26
Illinois and Michigan Canal bonds, registered	$2,299,095	
Illinois and Mich. Canal bonds, registered	1,479,890	
Of these Canal bonds, more than half are payable after '70, say	2,042,185	
And the balance, payable after 1860	1,736,800	
		3,778,985 00
		$10,277,161 36
Since preparing the above statement of State indebtedness, there has been paid, January 2nd, 1860		$16,614 68
Purchased		80,635 92
Add canal dividend, July, 1860		162,334 45
		$259,585 05

—making our entire debt not far from $10,000,000.

From this sum we may properly deduct the whole amount of the canal debt, that being represented by a permanent and valuable improvement; which would leave the actual debt less than $6,500,000—a gratifying contrast with our exhibit of 10 years since, and indicating a speedy release from all our pecuniary liabilities.

There were December 1, 1858—

Outstanding warrants on revenue fund	$4,269 69
Since issued	850,054 81
	$854,324 50
Amount revenue fund in treasury Dec. 1, 1858	$153,074 13
Receipts to Dec. 1, 1860	690,440 75
	843,514 88
Leaving warrants outstanding	$10,809 62

The entire amount paid into the State Treasury on all accounts, during the last two years, is $3,300,035 54—the more detailed statement of which will be found in the Treasurer's report.

Baltimore and Ohio Railroad Coal Tonnage.

Statement exhibiting the quantity of coal transported on the main stem during the fiscal year ending 30th September, 1860:

Cumberland..	122,639	07	11,742	03	1,284	19	135,666	09	.....		135,666	09	Points of Departure.
Piedmont	210,584	05	24,262	08	15,895	12	250,741	05	53,616	10	304,357	15	
Newburn.....	.....		30,672	04	1,277	07	31,849	11	12,970	00	44,819	11	Delivered at Locust Point.
Nuzum's Mill.	.....		162	19	825	18	988	17	.....		988	17	
Fairmont	.....		330	16	5,311	00	5,641	16	.....		5,641	16	
Clarksburg...	.....		239	18	.....		239	18	.....		239	18	
Wheeling	.....		.....		2,665	08	2,665	08	7,923	00	10,388	08	
Aggregate ..	333,223	12	67,310	08	27,259	04	427,793	04	74,509	10	502,302	14	Delivered at other places in Baltimore.
For 1859.....	265,170	04	58,728	19	19,830	13	343,729	16	53,192	02	396,921	18	
Increase, 1860,	68,053	08	8,581	09	7,428	11	84,063	08	21,317	08	105,380	16	Delivered at way stations.

Total tons paying freight.

For company's use.

Total tons moved.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE, Albany, Jan. 19th, 1861.

THE Transfer Books of this Company will be closed at the close of business on Thursday, the thirty-first day of January instant, and will be re-opened on the morning of Friday, the twenty-second day of February next.

GILBERT L. WILSON,
Treasurer.

4t4

FOR SALE

1,500 TON, first quality English Rail, 52 lbs. to the lineal yard. The Iron will be sold in bend, or duty paid, at option of purchaser.

January 15th, 1861.

GEO. T. M. DAVIS,
47 Exchange Place.

6t3

FOR SALE

250 TON, 54 in. Rail, lying at Chicago, Illinois. Apply to

GEO. T. M. DAVIS,
47 Exchange Place.

January 15th, 1861. 6t3

DUBUQUE & SIOUX CITY R. R. CO.

ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861. The stock-books will be closed on the evening of 31st of January, until after the election.

4t2 JAMES M. M'KINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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3.	Base 12 ft.	Slopes	1½ to 1	15.	" 24	"	¾ to 1
4.	" 14	"	1½ to 1	16.	" 24	"	1½ to 1
5.	" 15	"	¾ to 1	17.	" 25	"	1½ to 1
6.	" 15	"	1 to 1	18.	" 26	"	1½ to 1
7.	" 15	"	1½ to 1	19.	" 28	"	¾ to 1
8.	" 16	"	¾ to 1	20.	" 30	"	1 to 1
9	" 16	"	1 to 1	21.	" 30	"	1¼ to 1
10.	" 18	"	¾ to 1	22.	" 30	"	1½ to 1
11.	" 18	"	¾ to 1	23.	" 32	"	1 to 1
12.	" 18	"	1 to 1	24.	" 32	"	1½ to 1

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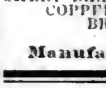
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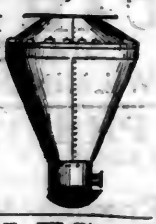
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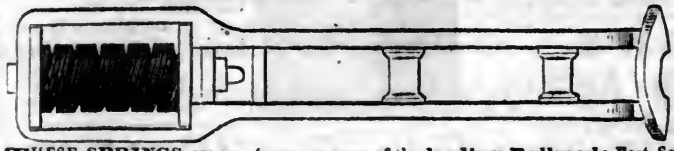
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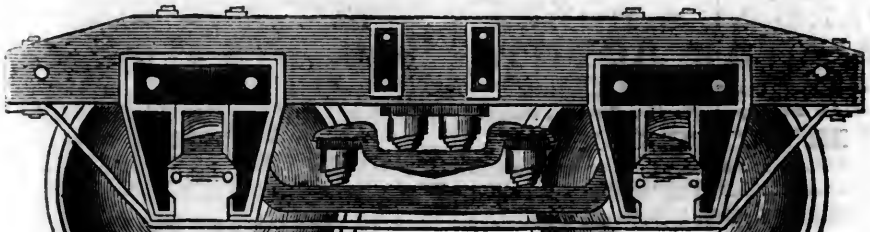
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Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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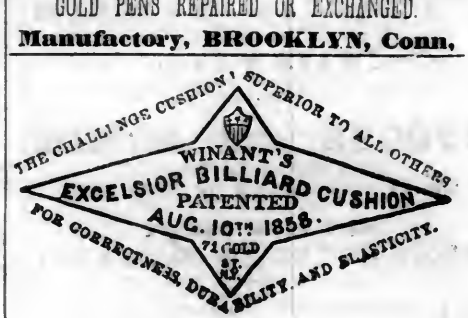
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, February 2, 1861.

Milwaukee and Prairie du Chien Railroad.

This Company is now fully organized, and in possession of the entire property of the late Milwaukee and Mississippi Railroad Company, purchased at the recent sale under a decree of the United States District Court for Wisconsin, at a cost of $7,500,000, and paid for by:

First mort. 7 per cent. 30 year bonds..	$2,556,000
First class preferred 8 per cent. stock .	1,095,400
Second class preferred 7 per cent. stock	1,086,800
Common stock	2,761,800

The officers of the new Company are: President —L. H. MEYER. Vice President—John Catlin. General Manager—James C. Spencer, Superintendent—William Jervis. Secretary and Treasurer—William Taintor. Directors—L. H. Meyer, John Catlin, W. Schall, William P. Lynde, Allan Campbell, John Wilkinson, H. L. Dousman, George Smith, N. A. Cowdrey.

The arrangement reduces the old first mortgages (on the Eastern, Western and South Wisconsin sections,) from 8 to 7 per cent., and converts the other classes of debt into preference shares, leaving the old common stock to come in at a scaled rate of about 60 per cent., to make up the basis of $7,500,000. The selection of Mr. L. H. Meyer, of this city, as President of the new organization, is deemed a fortunate one for all the interests involved.

Virginia Central Railroad.

During the year ending Sept. 30, 1860, the earnings from all sources, including the use of that portion of the road between Gordonsville and Charlottesville, by the trains of the Orange and Alexandria Railroad Company, in hauling materials for the construction of their extension south of Charlottesville, and for passengers, mails and freight carried by their trains on that portion of the road since they commenced running regularly between Alexandria and Lynchburg, have been as follows, viz:

	O. & A. R.R.	Va. Cent. R.R.	Total.
Passengers..	$9,401 23	$272,283 91	$281,685 14
Freight	576 13	317,175 24	317,751 37
Express.....	571 30	7,606 29	8,177 59
Mails.....	1,346 00	21,464 58	22,810 58
Use of road by O. & A. R. R. Co. in hauling materials for the construction of their extension.....			$2,335 40
Miscellaneous sources.....			275 00
Rent of real estate.....			1,048 23
			$634,081 31

The expenses during the same time were:

Train expenses.....	$29,286 72	
Wood and hauling.....	22,660 61	
Oil, waste, etc.....	4,516 70	
Depot expenses.....	38,966 90	
Loss and damage.....	3,627 36	
Repairs of road and bridges.....	81,888 85	
Repairs of depots and water stations.....	5,152 15	
Repairs of locomotives and cars.....	34,722 65	
New rolling stock.....	15,815 37	
Repairs of workshops, tools and machinery...	1,307 06	
Salaries of officers and clerks.....	12,175 50	
Taxes and insurance....	15,305 24	
Miscellaneous.....	9,529 39	
		274,954 10
Leaving net earnings.....		$359,129 21

—being 56.64 per cent. of the gross earnings.

The total amount received from the Orange and Alexandria Railroad Company for the use of the road between Charlottesville and Gordonsville was $14,230 06, being $2,058 40 less than for the previous year, which added to the loss from passenger traffic consequent upon the completion of the extension of that road to Lynchburg, $24,628 11, will make a total decrease of $26,685 41. From this should be deducted the increase in earnings from freight, mails and miscellaneous sources, $8,363 72—making the actual decrease in gross revenue only $18,321 69. The amount charged to transportation expenses is $5,246 09 more than for the previous year, of which $3,490 22 is for an increase of taxes paid to the State in consequence of the law passed at the last session of the Legislature, requiring the payment of a tax upon the amount of freight transported, in addition to the mill tax upon passengers previously paid. There has also been charged to transportation expenses the sum of $15,815 37 paid for new equipment; deducting this sum, the actual expenses for the year will be but 41 per cent. of the gross earnings. Last year there was expended for new equipment the sum of $16,764, making for the two years $32,579 37, which is a much larger amount than was required to cover depreciation. The locomotives and tenders have been maintained in the very best condition; the passenger cars thorongly repaired; and the road kept in excellent order throughout the entire year. Considerable ballasting has been done; new and convenient platforms erected; bridges strengthened; trestle work renewed; wooden culverts replaced with stone; new passenger houses and ticket offices built; new crossties put in the track, etc., etc.

Two new locomotives have been placed upon the road during the year. The equipment now consists of 27 locomotives; 19 passenger cars, 4 mail and smoker's cars, 3 baggage, 3 conductors, 191 freight, stock and hay cars, and 22 gravel and sand cars. The crank and dirt cars used in repairing the road, trucks at depots, and cars used upon the road for hands to live in are not included in the above. A number of cars have been built, and are now building in the company's shops, in addition to doing the ordinary repairs.

The construction and equipment of the road to the date of the report, as per annexed statement was $5,469,286 43. The road is 178 miles in length, taking out the Blue Ridge Road which was built by the State, and its average cost, in-

cluding equipments, was $30,726 32. The net revenue gives 6.56 per cent. on the cost of the road and equipments. The gross receipts per mile of road, including Blue Ridge Road, were $3,251 62; the net receipts, $1,841 68. The current expenses were 43.36 per cent. of the gross receipts.

The net revenue has been applied as follows, viz:

Interest		$91,447 70
Dividends to the State, 2½ per cent.		94,552 96
" City of Richmond		15,000 00
" County of Greenbrier		2,500 00
" " Monroe		2,500 00
" " Augusta		1,000 00
" to individual stockholders		38,051 50
To the sinking fund		23,000 00
The balance has been paid to the State for the use of the Blue Ridge Railroad, for work on the tunnel and road, the purchase of bonds issued to contractors, and for dividends		91,377 05
		$359,129 21
The gross receipts were		$634,083 31
Expenses	$274,954 10	
Tolls to the State	24,006 04	
Interest	91,447 70	
Sinking fund	23,000 00	
Dividends declared	156,565 46	
		569,973 30
		$64,110 01

The whole debt of the company, as compared with last year is as follows:

Total funded debt	$1,254,000 00
Bonds issued for individuals	226,592 00
Floating debt	52,929 48
	$1,533,521 48
Total debt last year	1,528,951 58
Increase	$4,569 90

The number of miles run by passenger trains during the year was 139,250; by freight trains, 75,012; by all other trains, 44,016; by trains of the Orange and Alexandria Railroad Company, 22,660—total miles run, 280,968. The number of passengers carried was 133,310; do. carried one mile 6,754,756. The number of tons of freight carried was 64,588 82; do. carried one mile, 4,960,987. Amount received for transporting one ton one mile, 6.4 cents: do. one passenger one mile 3.88 cents. The aggregate miles run by all passenger and baggage cars was 593,140; do. freight cars 1,033,321. The average weight of passenger trains, including passengers and baggage was 102 tons; do. exclusive of do. 90 tons. The average weight of freight trains, including freight was 310 tons; do. exclusive of freight, 200 tons. The earnings from passenger trains per mile run in cents was 216.41; do freight trains, 424.16—do., from both combined, 284.10. The gross receipts per mile run by all the trains was 239.95; total expenses per mile run, 106.44; net receipts 133.51. The number of miles of road in operation during the year was 195.

The only unopened portion of the Central road is the 10 mile section, immediately *east* of Covington, which will be completed early in 1862. From Covington to the Ohio river, 224 miles, the Covington and Ohio Railroad is being constructed by the State. Toward this work the State has already appropriated $4,800,000. This large appropriation is a good guarantee that this important work will be urged forward by the State with all practicable speed. The eastern portion from Covington to White Sulphur Springs will probably be opened in June 1862.

The report of this company indicates that every department of service is carefully looked after and thoroughly understood by its able and energetic superintendent. All the working details are fully brought out. Such reports are most interesting to railroad men not only for the facts they present in reference to the road to which they relate, but by way of comparison with the results of the workings of other roads. As scientific observations are valuable, and can be carried forward just in proportion to the number and minuteness of the phenomena recorded, so the conditions of all progress in railway economy are full statements of all the elements that go to make up the general results. It is the duty of every company to give these in such a manner that each person employed can readily see and understand them. The full statement by one company induces others to follow the example, and the foundation is thus laid for the construction of a perfect system for the management of our roads.

The following is an abstract from the company's balance sheet, September 30, 1860:

RECEIPTS:

Capital stock subscribed by State		$1,891,670 68
From subscribers other than the State		1,271,183 55
Bonds guarantied by the State, 1880		100,000 03
Coupon bonds, payable in 1872		198,000 00
" " " " 1884		926,000 00
Loan from the State		30,000 00
Bonds issued for dividends, payable in 1865, '66, and '75		226,592 00
Bonds issued for loans		97,335 27
" " to contractors		15,234 57
Interest due on dividend bonds		29,095 39
Dividends uncalled for		16,132 00
Receipts for transportation from commencement		4,593,893 18
Rent of real estate		6,080 45
Due on open accounts		25,605 49
		$9,426,822 58

DISBURSEMENTS:

Construction of road and buildings		$4,927,556 47
Rolling stock, machinery, etc.		511,729 96
Real estate, principally in Richmond		25,196 95
Tolls paid to the State for Blue Ridge Railroad and tunnel		38,895 57
Do. for use of do.		37,794 27
For work done on said road, less paid for use of same		33,947 82
Surveys, stocks in other companies, etc.		16,721 98
Interest, less discount on bonds purchased		656,935 20
Dividends from commencement		661,921 81
Transportation expenses from commencemont		2,353,649 31
State bonds	$33,300 00	
Bills receivable	11,283 53	
Open accounts	65,801 86	
		110,385 39
Cash on hand Sept. 30, 1860		22,087 85
		$9,426,822 58

The office of the company is at Richmond, Va. The officers are:

President—EDMUND FONTAINE.

Directors appointed by the Board of Public Works—Wm. Overton, Jacob Baylor Samuel Carpenter.

Elected by the Stockholders—Nathaniel B. Hill, John R. Woods.

Superintendent—THOS. DODAMEAD.

Treasurer—J. GARRETT.

Chief Engineer—H. D. WHITCOMB.

The Public Lands.

The Commissioner of the General Land Office embodies in his report the following valuable statistics of the area of the several States and Territories of the United States:

States of the Union.	Square miles.	Acres.
Maine	35,000	22,400,000
New Hampshire	9,280	5,939,200
Vermont	10,212	6,535,680
Massachusetts	7,800	4,992,000
Rhode Island	1,306	834,840
Connecticut	4,750	3,040,000
New York	47,000	30,080,000
New Jersey	8,320	5,323,800
Pennsylvania	46,000	29,440,000
Delaware	2,120	1,356,800
Maryland	11,124	7,119,400
Virginia	61,352	39,265,280
North Carolina	50,704	32,450,500
South Carolina	34,000	21,760,000
Georgia	58,000	37,120,000
Kentucky	37,680	24,115,200
Tennessee	45,600	29,183,000
Texas	274,356	175,587,840
Total	744,604	476,546,560
Land States.		
Ohio	39,964	25,575,960
Indiana	33,809	21,637,760
Michigan	56,451	36,128,640
Illinois	55,410	35,462,400
Wisconsin	53,924	34,511,360
Iowa	55,045	35,228,800
California	188,981	120,947,840
Minnesota	95,274	60,975,360
Florida	59,268	37,931,520
Alabama	50,722	32,462,080
Mississippi	47,156	30,679,040
Louisiana	41,346	26,461,440
Arkansas	52,198	33,406,720
Missouri	65,350	41,825,000
Total	978,429	626,194,570
District of Columbia	60	38,400
Territories embracing public lands.		
Kansas	125,283	80,821,120
Nebraska	343,438	219,160,320
Minnesota	81,968	52,454,400
Washington	103,071	122,565,440
New Mexico	256,309	164,737,779
Utah	220,196	140,925,440
Indian	67,020	42,892,800
Total territories	1,287,277	823,857,280
Total land surface	3,010,370	1,926,636,800

To which added water surfaces, lakes, rivers, etc., we have a surface of over 3,250,000 of square miles.

The aggregate area of the land States and Territories is upward of 1,450,000,000 acres.

	Miles.
Principal and guide meridians have been run and established to the extent of	7,439
Base lines to the extent of	4,819
Making an aggregate of	11,858
The other lines of the public surveys, townships and subdivisional from the commencement of operations to the present period, have been extended over	689,169
Equal to (acres)	441,067,905

The surveys have been completed in Ohio, Indiana, Illinois, Alabama, Mississippi, Michigan, Arkansas and Iowa, and nearly so in Missouri, Louisiana and Florida, excepting in the last named, the 'Everglades' in the southern peninsula.

The work of the year has been co-extensive with the funds appropriated, and includes public lands, confirmed private claims, Indian reservations, and boundaries between States and Territories. During that period there have been returned surveys equal to 35,888 lineal miles, or an area of 11,680,419.92 acres.

Cleveland and Mahoning Railroad.

The earnings of this road for the fiscal year ending December 31, 1860, were:

From passengers	$54,765 01
" freight	136,118 39
" coal	158,713 99
" mail, express, etc.	10,251 59
	$369,848 97

And the expenses were:

Repairs of track	$31,420 17	
" engines	11,632 26	
" cars	16,069 59	
" bridges, buildings, etc	6,088 93	
Running expenses	16,854 78	
Damages	551 88	
Station expenses	15,568 29	
Fuel	12,165 56	
All other expenses	21,494 03	
		131,845 49
Leaving net earnings		$238,003 48
First mortgage coupons	$58,122 50	
Second " "	42,353 50	
Third " "	2,800 00	
Interest	31,846 23	
Exchange	3,872 96	
Taxes	4,729 75	
		141,724 94
Balance, being net profit		$96,278 54
The increase in earnings over those of 1859, were		$84,708 41
With an increase in expenses of		28,987 29
Making the increase in net earnings		$55,720 52

The following is a comparative statement of the passengers and principal freight carried in 1859 and 1860:

	1859.	1860.	Increase.
No. of passengers	61,180	68,072	6,892
Tons of coal	102,255	168,770	66,515
Tons of Lake ore	26,095	45,992	19,897
Tons of native ore	4,995	12,224	7,269
Tons of limestone	1,050	2,748	1,698

In addition to which there have been transported of butter, cheese, pig and bar iron, nails and glass, 23,326 tons; and of rock oil, since August 1st, 1,705 bbls. Of the coal hauled, 133,695 tons were delivered at Cleveland and Newburg, and the balance at way stations east of Newburg.

The equipment consists of 12 engines, nine coal and three wood burners; 6 first-class passenger cars, 5 baggage and mail cars, and 251 freight, coal and construction cars. The number of miles run by all the trains was 230,461. The gross earnings per mile run, $1.60 48. The operating expenses per mile run, 57.02 cents. Cost of fuel per mile run, 5.3 cents. The operating expenses were 35.65 per cent. of the earnings, against 36.07 per cent. in 1859.

Surveys were commenced upon the line of this road in 1852, and the work let to contract in 1853. It was opened to Warren, 53 miles in July; to Girard, 62 miles in September, and to Youngstown, its present terminus, 67 miles in November, 1856. The net earnings since that time have been as follows:

1857	$153,777 91
1858	145,024 81
1859	182,282 95
1860	238,003 48

It was the original intention of this company to extend their road, via New Castle, Penn., to New Brighton, near Pittsburg; also, to connect at New Castle with a road to be constructed, thence to Blairsville, a point on the Pennsylvania Railroad, 53 miles east of Pittsburg. With the construction of the eastern portion of the line however, from New Castle to Blairsville, this company had no connection, a separate company having been organized for that purpose. Numerous causes have combined to prevent not only the construction of the projected lines from New Castle, but also the construction of their own road beyond Youngstown.

The actual cost of the road with all its appurtenances to that point, has been $2,628,742 71—or $39,234 96 per mile. This sum is arrived at by deducting from the amount carried to construction account in the annexed balance sheet, the sum of $139,576 62, being interest allowed and paid (mostly in stock) on payments of subscriptions to capital stock until Aug. 1, 1857. Even this sum is 65 per cent. more than the estimate of the engineer, and is attributable to the high price of labor and provisions which ruled in 1855–6, owing to the severe draught of 1854, and to the increased cost of moving much of the material beyond the anticipated price, causing the contractors to abandon their work, and obliging the company to re-let the same. This increased expense was met by a loan of the credit of its managers sufficient to finish the work to Youngstown. The floating debt thus created eventually reached the sum of $540,000. This has been somewhat reduced. The condition of the remainder, however, is such that in no probable event can the company be embarrassed, or subjected to sacrifice, by reason of it, as arrangements have been made whereby it can be carried during the pleasure of the managers at moderate rates of interest. The former managers are still individually liable for $95,463 86 of this sum, for which they are secured by a pledge of third mortgage bonds and the net income of the road. The company anticipate abundant means as soon as these bonds will command fair prices. Either source, it is thought, will soon be found adequate for providing the interest and sinking fund of the bonded debt. The condition of the bonded debt is given below. The bonds, amounting in the aggregate to $1,663,300, all bear interest at 7 per cent., thus requiring for interest upon the present funded debt per annum, $116,631; to this add amount sinking fund, $15,000, making together the sum of $131,431. The company has yet for sale of its Third Mortgage Bonds, $255,900. Assuming that these are all sold, and then the total bonded debt of the company will be $1,919,200, and require for the payment of interest and sinking fund, $149,344, leaving all above that sum of the net earnings to be carried to dividend account. The bonds yet on hand, if sold at the average rate of all the company's sales of bonds (which is 81 per cent.,) with the net income of the current year, will furnish an amount of money more than sufficient to retire the floating debt of the company.

The managers of this road and of the Pennsylvania and Ohio Canal, deeming it advisable to unite the two enterprises, this company has invested, through a trustee, $335,224 62 in the stock of the Canal Company. Two locomotives and fifty freight cars have been purchased the past year at a cost of $40,643 47. The road, buildings and equipment are in good condition. Most of the amount owing upon stock subscription is uncollectable; and of the amount that can be realized, but little can be expected until the extension of the road eastward.

In view of the difficulty in raising funds, subjecting the company to discount on bonds, and interest on floating debt, amounting to the sum of $374,676 17, and the large amount invested in locomotives, cars, shops and materials, amounting to $313,681 92, the managers flatter themselves that this exhibit will be satisfactory. The report concludes with the statement that the company have no adequate means to complete the road to New Brighton for the Pittsburg connection, but impresses on the managers of the company the importance of making that connection at the earliest possible opportunity. It is expected during the ensuing year to extinguish the floating debt, and that next year the road will be able to make satisfactory dividends on its stock. This result reflects great credit on the managers and officers of the road.

BALANCE SHEET.

Capital stock	$1,155,142 45
First mortgage bonds sold	850,000 00
Second " "	469,200 00
Do. deposited with C. C. & C.RR.Co.	30,000 00
Third mortg. bonds ($600,000) sold	344,100 00
Bills payable	175,287 71
Estate of Jacob Perkins	100,000 00
Sundry account	28,894 25
Profit and loss	178,396 18
	$3,341,020 59
Construction	$2,500,016 65
Equipment	268,302 68
Pennsylvania and Ohio Canal stock	235,224 62
Stock and bonds	63,746 25
Due from stock subscriptions	118,192 92
Sinking fund	41,000 00
Bills receivable	42,334 65
F. Kinsman, trustee	21,590 11
Materials and fuel	10,586 70
Sundry accounts	23,505 05
Cash and cash items	16,110 96
	$3,341,020 59

President—DAVID TOD.

Directors—David Tod, Charles Smith, F. Kinsman, D. Baldwin, R. Hitchcock, Joseph Perkins, H. B. Perkins, James Magee, R. W. Cunningham.

Vice-Pres't and Sup't—CHAS. L. RHODES.

Sec. and Treasurer—O. M. BURKE.

Master Machinist—JOHN YOUNG.

Finances of Maryland.

The Comptroller of the Treasury of Maryland in a supplementary report of the finances of the State, says:

It appears that the liabilities of the State, on the first of October last, exceeded the amount in the Treasury by the sum of $45,016 54.

This is a moderate estimate, as there are other demands, such as special appropriations, which cannot be set out without the time necessary to an examination of the acts of Assembly.

There remained in the Treasury on the 31st December	$168,180 71
Add receipts on the 1st of January, 1861	5,500 00
Makes	$173,680 71
And there was disbursed on the day last named	114,028 07
The actual balance on the first of January, at the close of that day, was	$59,652 64

I am satisfied that the Treasury is in no condition to bear any extraordinary drain, and we shall be obliged to husband all our resources to meet the April interest on the public debt.

Commerce of the United States.

The annexed figures of the commerce of the United States for the year ending 30th June, 1860, are from the official reports in the Department:

IMPORTS FOR THE YEAR 1859-'60.

Dutiable goods	$279,872,327
Free goods	73,741,479
Specie and bullion	8,550,135
Total imports for the year	$362,163,941

EXPORTS FOR THE YEAR 1859-'60.

Domestic produce other than specie	$316,242,423	
Foreign produce and merchandise	17,333,634	
Domestic specie and bullion	$56,946,851	
Foreign specie and bullion	9,599,388	66,546,293
Total exports to foreign ports		$400,122,296

This shows a surplus of $38,000,000 of exports which, however, consisted entirely of specie. The merchandise and produce exported was $20,000,000 less than the amount imported. The exports of specie were unprecedented. The aggregate exports and imports were greater than for any previous year.

IMPORTS INTO THE UNITED STATES FROM FOREIGN PORTS.

Year ending June 30.	Dutiable.	Free goods.	Specie and Bullion.
1845	$95,106,724	$18,077,598	$4,070,242
1846	96,924,058	20,990,007	3,777,732
1847	104,773,002	17,651,346	24,121,289
1848	132,283,325	16,356,379	6,360,224
1849	125,479,774	15,726,425	6,651,240
1850	155,427,936	18,081,590	4,628,792
1851	191,118,345	19,652,995	5,453,592
1852	183,252,508	24,187,890	5,505,044
1853	236,595,113	27,182,152	4,201,382
1854	271,276,560	26,327,637	6,958,184
1855	257,684,236	36,430,524	3,659,812
1856	257,684,236	52,748,074	4,207,632
1857	294,160,835	54,267,507	12,461,799
1858	202,293,875	61,044,779	19,274,496
1859	259,047,014	72,286,327	7,434,789
1860	279,872,327	73,741,479	8,550,135

	Total imports.
1845	$117,254,564
1846	121,691,797
1847	146,546,638
1848	154,998,928
1849	147,857,439
1850	178,138,318
1851	216,224,932
1852	212,945,442
1853	267,978,647
1854	304,562,381
1855	261,468,520
1856	314,639,942
1857	360,890,141
1858	282,613,150
1859	338,768,130
1860	362,163,941

EXPORTS FROM THE UNITED STATES TO FOREIGN PORTS.

Year ending June 30.	Domestic Produce.	Foreign Produce.	Specie and Bullion.
1845	$98,455,330	$7,584,781	$8,606,495
1846	101,718,042	7,865,206	3,905,268
1847	150,574,844	6,166,754	1,907,024
1848	130,203,709	7,986,806	15,841,616
1849	131,710,081	8,641,091	5,404,648
1850	134,900,233	9,475,493	7,522,994
1851	173,620,138	10,295,121	29,472,752
1852	154,931,147	12,037,043	42,674,135
1853	189,869,162	13,096,213	27,486,875
1854	215,157,504	21,661,137	41,422,423
1855	192,751,135	26,158,368	56,247,343
1856	266,438,051	14,781,372	45,745,485
1857	278,906,713	14,917,047	69,136,922
1858	251,351,033	20,660,241	52,633,147
1859	278,392,080	14,509,971	63,887,411
1850	816,242,423	17,333,634	66,546,239

	Total exports.
1845	$114,646,606
1846	113,488,516
1847	158,648,622
1848	154,032,131
1849	145,755,820
1850	151,898,720
1851	218,388,011
1852	209,642,325
1853	230,452,250
1854	278,241,064
1855	275,156,846
1856	326,964,908
1857	362,960,682
1858	324,644,421
1859	356,789,462
1860	400,122,296

Of the imports of 1860 about 40 per cent. were from Great Britain, and of the exports 50 per cent. went to Great Britain.

Countries.	Imports from.	Exports to.
Gr't Britain–England	$133,064,712	$192,927,200
Scotland	4,607,187	5,004,424
Ireland	923,726	4,409,297
Total Great Britain	$138,595,626	$202,340,921
France	43,218,094	61,206,278
British East Indies	10,692,342	1,240,650
Philippine Islands	2,886,166	441,474
Cuba	34,032,277	12,382,869
Porto Rico	4,512,188	1,781,750
Two Sicilies	2,384,577	510,648
Hayti	2,062,723	2,673,682
New Granada	3,843,568	1,795,499
Venezuela	2,883,464	1,147,900
Brazil	21,214,804	6,280,255
China	13,566,587	8,906,118
All other countries	82,271,526	99,414,252
Total	$362,163,941	$400,122,296

Of the exports, Cotton makes up nearly $192,000,000 or over 60 per cent of the entire exports of produce:

EXPORTS IN THE UNITED STATES.

	1858.	1859.	1800.
Year end. June 30.	*Cotton.*		
No. bales.	2,454,529	3,003,536	3,812,345
Sea Is. lb	12,101,058	13,713,556	15,598,698
Oth'r cotton lb	1,106,522,954	1,372,755,000	1,752,087,640
Total val.	$131,386,661	$161,434,923	$191.806,555
Av. cost per lb.	11.72	12.72	10.35

Tobacco.

Year.	Bales.	Cases.	Hhds.	Tot. value.
1858	12,640	4,841	127,670	$17,009,767
1859	19,651	7,188	198,846	21,074,038
1860	17,817	15,035	167,274	15,906,547

Rice.

Year.	Bbls.	Tierces.	Tot. value.
1858	49,283	64,015	$1,870,578
1859	69,486	81,820	2,207,148
1860	77,837	84,163	2,567,399

The exports of domestic produce may be briefly summed up as follows:

Year end. Jan. 30	1858.	1859.	1860.
From the sea	$3,550,295	$4,462,974	$4,156,480
From forest	13,475,671	14,439,406	13,738,559
From agricul.	53,235,980	40,400,757	48,551,894
Tobacco	17,009,767	21,074,038	15,906,547
Cotton	131,386,661	61,434,923	191,806,555
Manufactures	30,372,180	33,853,660	39,803,080
Raw produce	2,325,479	2,676,322	2,279,303
Specie & Bullion	42,407,246	57,502,305	56,946,851
Tot. dom. pr.	$293,758,279	335,894,385	373,189,274

Memphis and Ohio Railroad.

Bently D. Hassell, Esq., formerly Superintendent of the Jackson and Mississippi Railroad, and a man of much experience and capacity in railroading, has been appointed Superintendent of the Memphis and Ohio Railroad, in place of D. H. Doterer, resigned. We congratulate the Directory on obtaining the services of Mr. Hassell, who brings recommendations of the most satisfactory character, relating as well to his eminent capacity as to his high moral and social qualities, and doubt not that under his excellent management, the Memphis and Ohio Road will more than realize the most sanguine expectations of its friends.—*Memphis Bulletin.*

Coal Trade of the U.S. for Forty Years.

The annexed statement exhibits the increase in the production of coal in the last forty years:

	Hard Anthracites.	Import of Foreign Coal.	Aggregate of all kinds.
	Tons.	Tons.	Tons.
1820	305	.....	305
1821	1,073	22,122	23,195
1822	3,720	24,523	28,243
1823	6,951	30,433	41,534
1824	11,108	7,228	18,331
1825	34,893	25,645	60,538
1826	48,047	35,665	83,712
1827	63,434	40,257	103,691
1828	77,516	32,302	109,818
1829	112,083	45,393	157,476
1830	174,734	58,136	132,820
1831	176,820	36,509	114,229
1832	363,871	72,978	436,849
1833	487,748	92,432	580,180
1834	376,936	71,626	448,262
1835	560,758	49,969	618,737
1836	684,117	108,432	792,549
1837	879,444	153,450	1,032,893
1838	738,697	129,083	867,780
1839	818,402	181,551	1,000,153
1840	864,384	162,867	1,027,241
1841	959,973	155,394	1,115,357
1842	1,108,418	141,521	1,251,647
1843	1,263,598	41,163	1,314,833
1844	1,630,850	87,073	1,754,445
1845	2,013,013	85,776	2,143,530
1846	2,344,005	156,853	2,530,653
1847	2,882,309	148,021	3,083,270
1848	3,089,238	196,168	3,364,971
1849	3,217,641	198,213	3,583,628
1850	3,321,136	180,439	3,736,184
1851	4,329,530	214,774	4,376,183
1852	4,899,975	183,015	5,510,654
1853	5,097,144	231,508	5,960,639
1854	5,831,834	252,865	6,903,498
1855	6,486,097	287,408	7,565,980
1856	6,751,542	173,055	7,858,954
1857	6,431,378	238,192	7,593,124
1858	6,524,838	259,885	7,774,338
1859	7,517,516	231,208	8,889,787
1860	8,131,234	240,697	9,528,024
Total	90,306,070	5,133,929	104,101,631

Railways in France.

The traffic receipts on 14 railways (new and old) for the first three months of 1860, amounted to 3,530,993*l.*, for the second three months to 3,908,951*l.*, and for the third three months to 4,432,273*l.* together on 5,762 miles 11,861,317*l.*, against 11,346,716*l.* on 5,577 miles, showing an increase of 524,201*l.* over the receipts of the corresponding period of 1859, and in the mileage of 185 miles. Of these receipts 1,518,261*l.* were upon 1,492 miles of new lines, against 1,338,470*l* on 1,311 miles, showing an increase of 179,791*l.* as compared with the receipts of the corresponding period of 1859, and in the mileage of 181 miles. The increase in the receipts on 4,269 miles in length of old lines amounted to 344,410*l.* over the corresponding period of 1859. The average receipts per kilometre on the old lines for the three quarters ending 30th September amounted to 1,507*l.*, against 1,474*l.*; and on the new lines the receipts averaged 671*l.*, against 669*l.* In the corresponding period of 1859. The increase in the length of the old lines was six kilometres, and in the length of the new lines 290 kilometres, making 184 miles as compared with the corresponding period of 1859. The rates and taxes, exclusive of the duty of 10 per cent. paid to Government, amounted in the aggre-

gate for the three quarters of the year to 624,-319*l.*, and for the corresponding period of 1859 to 634,146*l.*, showing a decrease of 9,827*l.*—*London Railway Times.*

Interest and Dividends.

The Western Transportation Company has declared a dividend of 20 per cent., payable the 15th of February and the 15th of March.

The Bank of the Republic has been instructed by the Governor of North Carolina to pay the interest on all the bonds of the State without regard to the late fraud in the Interior Department.

The interest due 1st inst. on the Cleveland and Mahoning first mortgage bonds will be paid by Ward, Campbell & Co.

It is stated that Missouri has determined to pay the coupons on all her bonds, without reference to those stolen at Washington. It is also stated from another source, that the Federal Government will be formally requested by Missouri to reinvest the Indian Trust Fund in Missouri Stocks to an amount equal to the stolen bonds simply as an act of good faith to Missouri, which has spared no exertions to maintain her State credit.

The interest coupons on the 2d mortgage bonds of 1861, of the Harlem Road, due 1st of February, will be paid at the office of the Treasurer.

The coupons on the bonds of the city of Memphis will be paid at the Merchant's Bank.

The State Treasurer of Pennsylvania is prepared to pay the semi-annual interest due on the 1st of February in coin, notwithstanding the suspension of specie payments by the banks. The amount will reach nearly half a million of dollars.

Messrs. G. S. Robbins & Son will pay the February coupons of the Keokuk, Fort Des Moines and Minnesota Railroad construction bonds.

The Delaware, Lackawanna and Western Railroad Company have decided to pay the balance of their income bonds of 1862 and 1867; and the same will be paid on presentation, at their office, No. 35 William street, with the interest due thereon.

Railways in Turkey.

The Turkish Government have granted a concession for the construction of an extensive system of Railways. The line now proposed to be formed from Constantinople to Belgrade, a distance of between four and five hundred miles. When completed it will establish a direct communication with the railway from Vienna to the shores of the Bosphorus, and an unbroken system will then exist between Calais, or Ostend, and Constantinople. The concession has been granted in favor of Mr. Thos. Page, C. E., the engineer under whom the new bridge at Westminister has been constructed. Although the necessary legal documents granting the privilege only arrived in this country a few days since, all the arrangements for immediately commencing the requisite surveys had been made in anticipation, and an efficient staff of surveyors were dispatched by the last steamer to Turkey to lay out the line. The detailed surveys will be pushed on as rapidly as possible to Belgrade, but it is intended to construct the railway in sections, the first to be taken in hand being that portion which lies between Constantinople and Adrianople. The Turkish Government have given a guarantee of 6 per cent. upon the capital to be expended, and in the hands of an engineer so thoroughly practical as Mr. Page there is no reason to fear but that the whole of the works will be completed within the time specified. Respecting the value to Turkey of a line which will place Constantinople in direct communication with the principal capitals and markets of Europe there cannot be two opinions, and the Government of the Sultan deserves every credit for the readiness with which they have given their consent to the undertaking, and for the many facilities they have afforded in the terms of the concession for the completion of so great and important a work.—*London Railway Times.*

James River and Kanawha Company.

The Governor of Virginia in his Message, recommends to the favorable attention of the Legislature the contract entered into by the James River and Kanawha Company with Monsieur Bellot Des Minieres, Brothers, & Co., for the sale of the Canal. Assurances which the Governor has received induce the confident belief in his mind that M. De Minieres, who is expected here in a short time, will come prepared to execute the contract on his part.

Finances of Louisiana.

The following is a statement of the finances of Louisiana:

Balance on hand Jan. 1, 1860	$1,200,325
Receipts for the year ending December 31, 1860, from all sources	2,369,262
	$3,569,558
Expenditures during same period	2,238,185
Balance on hand Dec. 31, 1860	$1,331,402
Divided as follows:	
General funds	$226,581
Current school fund	176,447
Internal improvement tax fund	112,880
Internal improvement fund	13,744
Levee and drainage fund	582,029
Road and levee fund	15,918
Free school fund	15,875
Free school accumulating fund	173,035
Redemption State debt fund	6,011
Seminary fund (sales of lands)	658
Seminary fund (interest)	8,220
Total	$1,331,402

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 19,

were	$55,549 20
Week ending Jan. 21, 1860	50,097 58
Increase in 1860	$5,451 62
Total traffic from July 1st, 1860	$1,961,193 23
Corresponding period previous year	1,514,227 66
Increase	$446,965 57

The comparative earnings of the Pacific Railroad for Dec. were:

	1859.	1860.
Passengers	$25,310 55	22,144 40
Freight	28,648 00	28,824 50
Mails	2,100 00	2,268 76
Total	$54,058 55	$53,237 56
Decrease		$622 90

In the earnings of 1860 are included $4,225 75, due from the State of Missouri for transportation in December of officers and men; $3,974 75 do.; for stores, $250 50.

The earnings of the Southwest Branch for Dec. were:

	1859.	1860.
Passengers	$396 45	$1,757 25
Freight	807 34	3,746 50
Mails		295 83
Total	$1,203 70	$5,799 58
Decrease		$4,595 79

The receipts of the Grand Trunk Railway of Canada for the week ending January 12th, 1861,

were	$59,874 98
Corresponding week, 1860	52,334 25
Increase	$7,540 73
Tot. traffic from July 1, 1860, to date,	$1,905,644 03
Corresponding period, 1859	1,464,130 08
Increase	$441,513 95

The earnings of the Rome and Watertown Railroad for December were:

EARNINGS.	1860.	1859.
From passengers	$9,658 06	$9,735 76
" freight	13,128 55	11,775 94
" mail and miscellan's	2,061 90	1,022 10
Total	$24,848 51	$22,533 82
EXPENSES.		
Maintaining road	$5,504 84	$7,702 65
Repairs of machinery	1,808 12	3,573 10
Operating road	6,748 35	10,229 37
Overcharges refunded	19 86	1,149 52
Total	$14,076 16	$22,659 62
Net		$10,772 35

Farm Mortgages in Wisconsin.

The Governor, in his Message, made the following statement in regard to Farm Mortgages in this state:

There is a class of securities called Railroad Farm Mortgages, which are hanging over some of our best farms and are embarrassing a great majority of the best men in the State. The aggregate amount of these mortgages is estimated at about $5,000,000. They cover lands valued at least at $15,000,000. Between 5,000 and 6,000 men are involved in these peculiar liabilities. They were executed upon the pretence that they were to be used as collateral securities for loans of money made by the railroad companies. They were conceived in fraud, and sold or transferred in fraud, by the directors or agents of some of these companies. While some of these directors or agents were innocent of these deceptions upon the farmers, the men who controlled these financial operations were dishonest, and sought not a public benefit, or to aid public enterprise, but their own aggrandizement.

The State cannot afford to lose the labor and energy and enterprise of 5,000 of its citizens, nor can the State afford to suffer $15,000,000 of the earnings of these men to feed the hungry maw of a gigantic swindle. Every legitimate means, warranted by law and good faith, should be used for their relief. The railroad companies ought to be able to relieve these mortgages.

As a measure of relief, a new disposition of a portion of the grant of lands, made by Congress to the State, in trust for railroad purposes, and turned over by the State to the La Crosse and Milwaukee Railroad Company, might be made, with the consent of Congress. In case all that portion of the grant not sold to the St. Croix and Lake Superior Railroad Company, is not to be given to a new Company to carry out the designs of Congress, and under conditions which shall beyond contingency save the farm mortgagors, I suggest, for your consideration, a memorial to Congress, asking that the act making the grant to the State be so changed as to give the State absolute control of the same, so far as rights of private parties or companies have not become legally, permanently fixed. That relief granted by Congress—which would unquestionably be obtained if an energetic effort should be made for the purpose—the lands could be sold at some price, the minimum of which should be fixed by law, and the proceeds used to relieve the mortgagors directly, or to aid the companies, or their representatives, in relieving these farmers of such unconscionable burdens.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,000	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	853,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	—	—	—	Sacramento Valley	1,571,617	*	—	785,950	720,000	—	1,585,366	22.5	.....	270,293	143,787	—	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	136½
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	259,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	.....	5,582,431	117.4	432,021	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,351,577	66.0	.....	351,680	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,041	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	95
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	—	74
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,889	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,232	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	209,567	3½	57
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,389	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	72
.. .. '57	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	79
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,760	48,673	2,272,357	84.0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,327	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	360,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
31 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,943	362,291	—	1,002,959	2,121,000	549,997	4,529,086	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
1 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
29 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,760	—	....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	....	....
31 Aug. '58	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,604	208,299	104,029	6	97½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	550,600	—	.....	37.0	.....	55,403	28,404	—	....
31 May, '59	18.5	—	—	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	58
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	111
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	611,046	1,067,071	311,525	7	106½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	72
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	90½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	105½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	106
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	—	.....	—	—	—	—	—	....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	100,317	—	16½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,068	144,270	—	....
.. .. ..	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	58
31 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	15½
.. .. ..	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								MINNESOTA.													
.. .. '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	—	.....	—	—	—	—	—	....
.. .. '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	—	—	—	—	—	....
.. .. '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	—	—	—	—	—	....
.. .. '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	.....	—	—	—	—	—	....
.. .. '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	—	—	.....	—	—	—	—	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,255	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	....
31 Oct. '58	168.8	—	—	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	....
... ...	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	—	—	—	—	—	....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	—	—	....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	....
31 Mar. '59	34.6	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	—	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	—	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	....
31 Mar. '59	26.8	—	—	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	....
30 Apr. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	111
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	....
2 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	....
31 May, '59	33.8	—	.....	—	—	—	—	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	127
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	....
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,868	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,675,099	50,000	.....	32.9	93,894	84,119	11,216	—	.....
30 Sep. '59	33.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,692,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	45
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	.....
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	9½
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	80
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	37½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	16½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,627,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	66,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	695,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	487,043	209,793	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	.....	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,048,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	34
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,338	422,658	—	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	409,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	47.0	60,901	63,141	13,573	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	138.0	637,835	1,200,499	341,591	8	79
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	195.4	556,732	374,198	45,452	—	.....
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	1923	.....	881,957	312,441	—	1½
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	125.0	.....	.....	.....	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	206.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	126.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	.....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,418	202.0	.....	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	6.0	13.5	.....	9	.....	.....	Little Schnylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	62½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,627	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,246,816	—	46½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	427 [illegible]		36½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsbg, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	.....	.....	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	----
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	----
31 Mar. '59	78.0	—	....	—	.....	.....	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	....	182.4	2	—	20	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolilna	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
-- -- '58	40.3	—	....	—	.....	.....	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	....	—	.....	.....	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	315,520	2,916,554	164.5	.....	341,190	125,871	.....	----
31 Aug. '58	22.5	—	....	—	.....	.....	----	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	....	—	.....	.....	----	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	....	—	.....	.....	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	----
31 July '58	25.1	—	....	41.9	.....	.....	----	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	578,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	----
1859.....	100.0	—	30.6	55.8	.....	.....	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859.....	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
1859.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,709	.....	159.0	117,895	675,832	310,199	3	----
1859.....	.....	—	....	—	.....	.....	----	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	.....	.....	----	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	....	158.0	.....	.....	----	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
-- -- '58	56.0	—	....	184.0	.....	.....	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196.568	—	----
-- -- '59	25.0	—	....	110.0	.....	.....	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
-- -- '59	28.0	—	....	756.0	.....	.....	----	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	161	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	92,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81.561	—	----
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	.....	.....	----	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	....	—	.....	.....	----	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	----
								VIRGINIA.													
31 Aug. '59	41.3	—	....	122.1	.....	.....	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	23,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	705,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	163.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loes	—	----
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	----
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	997,491	42,058	.....	143.2	240,130	554,203	292,988	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	22	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	....	—	.....	.....	----	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '59	178.2	—	16.5	7.0	10	11	161	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	47½
30 Sep. '59	204.2	10.7	....	—	27	23	217	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	----
30 Sep. '59	32.0	—	2.5	—	36	12	385	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
					5	4	49														
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	----
25 Mar. '59	199.8	—	....	—	.....	.....	----	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	----
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	....	27.8	.....	.....	----	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	8,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	12
-- -- '57	50.0	—	....	85.0	.....	.....	----	Milw., Watertown & Baraboo	514,238	.....	—	846,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
1 Jan. '58	104.0	—	....	38.8	.....	.....	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	----
-- -- '58	10.0	—	....	55.0	.....	.....	----	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	----
-- -- '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	----
-- -- '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	----
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	198.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,905	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
-- -- '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
-- -- '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	264,530	.....	.....	—	----
-- -- '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
-- -- '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	.....	.....	----	European & North American	2,100,256	*	.....	.....	.....	.....	.....	29.9	.....	.....	.....	—	----
-- -- '59	60.0	—	....	....	.....	.....	----	New Brunswick and Canada	988,746	*	—	868,493	.....	70,253	988,746	60 0	.....	.....	.....	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	....	60.1	.....	.....	----	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	----
								NEW GRANADA.													
— Dec.	48.7	—	....	—	.....	.....	----	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,360,160	12	117

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	79⅜
" "	700,000	6	1880	79⅜
" "	1,128,500	6	1875	80½
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1860	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ⅛ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Steri'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	500,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	41
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	100
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	------	------	----
***Columbus, Piqua and Indiana:**				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	360,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98⅜
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	150,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,428	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	56
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	108½
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	86½
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,585,000	7	1875	96½
Construction	4,115,000	6	1875	96½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1865)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	15
2d Land Grant (Western Div.)	353,600	†	------	15
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	6	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	76
2d Mortgage	2,175,000	†	1877	53
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	----	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	384,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	378,035	6	1883	----
Mississippi State Loan	200,970	6	------	----

Description.	Amount.	Interest.	Due.	Price.
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	-------	---	------	----
---- ---- ----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	460,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Ori'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Ori'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	93
Premium Consolidated Stock	8,000,000	6	1883	93
Real Estate	221,000	6	1883	93
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	99
3d Mortgage (convertible)	6,000,000	7	1871	85
4th Mortgage (convertible)	3,729,000	7	1880	84
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	65
Unsecured (convertible)	2,443,000	7	1862	65
Sinking Fund	2,193,000	7	1875	64
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	97
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	77
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	-------	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¾
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'n Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Conpon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	912,500	---	------	----
3d Mortgage	720,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	396,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
2d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ---- ----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1860	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
***Vermont Central:**				
1st Mortgage	----------	---	------	16½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1854	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	600,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'63-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
***Western Vermont:**				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	74
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	368,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Jan. 30, 1861.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
FEDERAL STOCKS:—						
U. S. 6s, 1874	----	----	----	----	----	----
U. S. 3s, 1865	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	----	----	----	87½	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	87
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	90½	----	----	----	92
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	68	69	68½	68½	68½	68½
New York 5s, 1874	----	----	----	----	----	----
" 6s, 1865	----	----	----	----	----	----
North Carolina 6s	----	78½	78½	76	77	77
Ohio 6s, 1860	----	----	----	----	----	103
Tennessee 6s, 1890	75	75	74½	----	74½	73
Virginia 6s	76½	76½	76	75½	75	76½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	74	73½	73	73	74	74
Chicago and Rock Isl.	57	58	57	58½	58	59
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Ashl.	----	115	----	----	----	115
Clev. and Pittsburg	----	10	----	----	----	----
Clev. and Toledo	34½	35	34½	34½	34½	34½
Del., Lack. and West.	----	80	----	80	----	----
Galena and Chicago	72	73	72	71	72	72
Hudson River	44	44½	45	44½	45	45½
Illinois Central (scrip)	80	80	79	79	79	79
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	56	57½	57	57	58	58
M. S. and N. I. guar'd,	33½	33	----	33½	33½	33½
M. S. and N. I.	15	15½	15½	15½	15½	15½
Milwaukee and Miss.	----	----	----	----	----	----
New Jersey Central	----	110	110	----	----	----
New York Central	79	79	79½	79½	80	80
New York and Erie	35	35	37	36½	36½	37½
N. York and Harlem	16	16½	16	16	16½	16
N. Y. and H. "pref."	39	39	40	42	37	38
Panama	----	115	113	113	114	114
Phila. and Reading	45	45	46½	45	45½	45½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	----	----	44	43	40	41
" " 2d M.	19	----	----	17	----	16
" " S. F.	----	44	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	75	75	75	75	75
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	93	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	55	55	55
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	96½	96	96	96½	----
" " 6 p.c. '75	----	----	96	96	----	----
L. Erie & Wab. 1 M.	----	----	67	67	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S.F. 8p.c. '82	----	----	----	----	----	98
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	83	----	----
" " 2d M.	----	----	54	----	----	----
" " S. F.	----	----	75	----	76	75
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64-101	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	105	----	105	105	----	----
" 2 M. 7 p.c. '59	99½	----	----	98	99½	100
" 3 M. 7 p.c. '71	----	----	86½	----	----	----
" 4 M. 7 p.c. '80	----	----	----	83	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	----	65	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	63	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	99	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank.	93½	----	94	----	----	----
America, Bank of	----	----	----	----	105	105
Commerce, Bank of	----	----	92	93	----	----
Merchants' Exch. B'k	99	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	104	----	----	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	----	91	----	----
Cumberland Coal Co.	9	----	----	8½	8½	8½
Penn'a Coal Co.	----	----	----	79	79	79
Pacific Mail S. S. Co.	90	89	86	86	87	86
Canton	14½	----	----	15	----	16
Brooklyn Water W's	----	----	100	100	100	100½

The following are the closing prices in the London Market on the 16th January:

United States 5 p. c. red. '74	85	to	90
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	87	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	65	to	70
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	48	to	52
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1886	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	87	to	89
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	60	to	65
Do. Shares, assented	33	to	34
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, February 2, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

New York and Erie Railroad.

This road was sold on the 28th inst., under process for foreclosure of the 5th mortgage, in pursuance of an agreement between all parties interested, for a re-organization of its affairs. The nominal amount bid was $220,000, being the amount of interest due on the 5th mortgage bonds. With the sale the title of the company is to be changed to that of the *Erie Railway*. Under the re-organization the unsecured bonds are to be converted into a seven per cent. preferred stock. The several mortgages are to maintain their relative positions. The over-due interest on these amounts to about $800,000, which is to be paid from the accruing earnings. For the common shares, new ones to an equal amount are to be issued. The financial condition of the new company, consequently, on the re-organization will stand about as follows:

Mortgage debt	$19,692,000
Preferred stock	7,860,000
Common stock	11,000,000

This company has had a great many vicissitudes. It will commence its new experience, with a financial position which, with good management, will render the repetition of its past misfortunes almost beyond the reach of possibility. The interest on the funded debt of the company, (after the payment of that already accrued,) will be only about $1,300,000 annually. The net earnings the past year were $1,827,000. The road ought to be able to pay, without difficulty, the interest on its funded debt and dividends on its preferred stock. The prices at which the common shares are selling shows that something even

is expected from these. They are now largely dealt in, in England, where a high opinion exists as to their value. The completion of the Long Dock will add largely to the income of the road —so will the Atlantic and Great Western Railroad, should it be completed.

In this connection we give a statement of the cost and earnings of the road from the opening of the first section to the present time. It will be observed that the cost of the road is some $2,000,000 *less* than its liabilities. For the whole period, the gross earnings have averaged very nearly 14 per cent. on the cost of the road, while the net earnings have equalled about 5 per cent.

STATEMENT of the cost; mileage; receipts from passengers; receipts from freight; expenses; net earnings and dividends of the New York and Erie Railroad from the date of its opening to the present time.

Year.	Cost of Road, etc.	Miles of Road.	Pass'r.	Freight.	Mails, etc.	Gross Earnings Total.	Operating expenses.	Net earnings.	Div. $	Div. p. c.
1842....	$1,967,081	46	$34,848	$43,677	$.....	$78,525	$46,793	$31,732	*nil.*	*nil.*
1843....	2,084,408	53	35,000	60,735	.....	95,735	52,520	43,215	"	"
1844....	2,084,408	53	46,178	79,842	.....	126,020	66,945	59,075	"	"
1845....	2,084,408	53	44,176	82,169	.....	126,345	70,217	56,128	"	"
1846....	2,561,018	62	64,754	120,762	.....	185,516	123,173	62,343	"	"
1847....	2,739,835	62	100,991	153,128	.....	254,119	172,970	81,149	"	"
1848....	3,276,678	74	125,722	186,191	.....	310,913	195,508	115,405	133,487	6
1849....	16,430,868	268	368,210	425,078	21,855	810,143	508,926	301,217	291,585	6
1850....	20,323,581	337	539,289	522,836	77,139	1,139,559	623,948	515,611	339,885	6
1851....	24,028,868	465	1,159,289	1,108,892	96,689	2,359,870	1,277,680	1,082,190	346,859	6
1852....	27,551,205	465	1,382,637	1,883,198	271,931	3,537,766	1,871,167	1,666,599	416,484	6
1853....	31,222,884	498	1,601,209	2,537,215	180,538	4,318,962	2,518,781	1,800,181	252,660	3½
1854....	33,439,462	498	1,743,379	3,369,590	246,989	5,359,958	3,406,377	1,953,581	700,605	7
1855....	33,742,317	498	1,698,670	3,658,002	137,321	5,488,993	2,861,875	2,627,118	*nil.*	*nil.*
1856....	33,938,254	498	1,656,675	4,545,722	146,593	6,348,990	3,636,838	2,712,152	"	"
1857....	34,033,680	498	1,495,361	4,097,610	149,635	4,742,606	4,286,347	456,259	"	"
1858....	34,058,632	498	1,182,258	3,843,310	126,048	5,151,616	4,065,041	1,086,575	1,000,000	*nil.*
1859....	35,320,907	498	1,154,083	3,196,869	132,197	4,482,149	3,209,008	1,273,141	*nil.*	"
1860....	35,320,907	498	1,180,958	3,884,393	116,021	5,180,321	3,352,915	1,827,405	"	"
Totals,	$375,909,311	4,622	15,608,981	33,787,169	1,701,956	51,098,106	32,346,029	18,752,077	3,481,405	494

Minnesota and Pacific Railroad.

The Winona (Minnesota) *Republican* learns that a wealthy and responsible Eastern Company, now in possession of one of the leading thoroughfares in the country, propose and have contracted to take what is known as the Minnesota and Pacific Railroad, and put the same in running order, from St. Paul to St. Cloud, during the year 1861; and from St. Anthony and Minneapolis to the west end of Meeker county, and from St. Paul to Stillwater, before the close of the year 1862.

Central Southern Railroad.

We have the 5th annual report of this company, under date of October 1, 1860. At that time the tunnel, the only obstacle to the completion of the entire line from Nashville to the Memphis and Charleston Railroad at Decatur, was on the eve of completion. This work has since been accomplished, and the whole line is now in operation, forming very important and valuable connections south and west.

The earnings of the road (only partially completed) the past year were as follows:

1859.	Freight.	Passenger.	Total.
Aug., Sept. and Oct.	$187.34	576.05	763.39
November.....	301.80	411.60	713.40
December.....	609.66	616.00	1,225.66
January.....	872.03	756.25	1,628.29
February.....	2,196.68	1,127.95	3,324.63
March.....	1,688.51	1,326.15	3,014.66
April.....	1,328.87	1,517.76	2,846.63
May.....	1,061.07	1,996.83	3,057.90
June.....	706.90	2,075.81	2,782.71
July.....	553.70	2,077.42	2,632.12
August.....	522.40	2,005.41	2,527.81
September.....	791.84	2,669.40	3,461.24
	$10,821.80	17,156.63	27,978.43

Mail service, etc	1,988.45
Total earnings	$29,966.88
Expenditures	10,779.83
Net earnings	$19,187.05

The cost of the road up to the present time has been as follows:

Road bed, bridges, etc., etc	$497,016 15
Superstructure.....	348,523 57
Equipment, etc.....	58,133 44
Bridge over Elk River.....	54,564 11
State loan, interest and exchange....	86,620 39
Miscellaneous items.....	34,755 39
Unpaid subscriptions	56,956 12
Cash on hand	1,178 24
Total.....	$1,137,707 10

The receipts have been as follows:

Share capital.....	$244,346 83
Stock scrip issued.....	260,868 06
State loan.....	514,000 00
Transportation, net balance of	19,381 99
Bills and accounts payable.....	99,110 22
Total.....	$1,137,707 10

The connections made at Decatur with the Memphis and Charleston Railroad will open to Tennessee, the whole system of the railroads of the Gulf States. Upon the completion of the Central Railroad of Alabama, a direct line will be had to Mobile and Pensacola, making the Southern Central, the stem or trunk line, for roads radiating in every direction from its Southern terminns.

East Pennsylvania Railroad.

This business of the East Pennsylvania Road has fully met the anticipation of the projectors, although the connections have not yet been fully made. For the past four months the net earnings have paid the interest on the debt and left a surplus for a dividend fund on the stock. The floating debt is much reduced, and will be extinguished by the first of March. The contracts for the Reading and Columbia Road have been made, and the funds provided for building it. This will, be a valuable tributary to the East Pennsylvania.

Memphis and Little Rock Railroad.

The Legislature has passed a bill investing $100,000 of the five per cent. fund in the Memphis and Little Rock Railroad. This will put the work in such a forward condition as to secure its completion at no distant day.—*Little Rock Gazette.*

St. Louis, Alton and Chicago Railroad.

The report of the Receiver of this road to December 31, 1860, is as follows:

RECEIVED.

Earnings		$994,569 40
Less—		
Freight, etc., uncollected Dec. 31, 1860	$17,578 65	
Due from Post Office.....	7,300 00	
Bills receivable.....	2,379 03	
Total.....	$27,257 68	
Stores unpaid..	$28,112 70	
On hand unus'd	36,565 33	
	1,547 37	
		25,710 37
Total.....		$968,859 09
Loan to receivers		223,622 50
Cash due other roads		6,526 41
Received after December 3, 1859....		15,140 47
Cash received from U. S. Express in advance		4,562 50
Total.....		$1,218,710 97

DISBURSED.

Ordinary operating expenses	$424,424 48	
Ordinary repairs of road and rolling stock	344,358 72	
Total.....	$768,783 20	
New stock and renewal of road	285,517 70	
		$1,054,300 90
Less—		
Bills payable	$92,401 60	
Wages of November and December unpaid, due January 15, 1861	36,663 87	
Due other roads.....	12,542 96	
		141,608 43
Total.....		$912,692 47
Paid J. A. Matteson	$61,530 12	
Back wages	193,195 17	
Law expenses, etc.....	9,395 84	
Taxes of 1858.....	9,883 06	
		274,004 47
Building of telegraph.....		4,128 00
Balance cash on hand.....		27,886 81
Total.....		$1,218,710 97

Worcester and Nashua Railroad.

At the seventeenth annual meeting of this Company recently held in Worcester, the following board of Directors was chosen for the ensuing year: George T. Rice, S. Salisbury, Francis H. Dewey, Francis H. Kinnicutt, and Alexander H. Bullock, of Worcester: Alexander Dewitt of Oxford; Jacob Fisher of Lancaster; Thomas Chase of Nashua, and Asa F. Lawrence of Groton. At a subsequent meeting of the Directors, George T. Rice, Esq., was re-elected President, and T. W. Hammond, Clerk and Treasurer.

Samuel Woodward of Worcester, and Harvey F. Courser of Nashua, were chosen Auditors for he year ensuing.

The report of the Directors for the year ending Nov, 30, 1860, exhibits the gratifying fact that the net earnings over all expenses, were $96,509 16 or $12,918 92 more than in any previous year. Of the bonds of the Company, which became due May 1st last, $50,000 have been paid from the reserved earnings, and for the balance ($150,000) new bonds have been issued, payable at different periods, extending to May 1, 1866. To meet the payment of these bonds as they become due, it will be necessary to reserve annually from the earnings of the road $25,000; with that

object in view, $28,010 16 were reserved from the earnings of the past year, after paying to the stockholders two dividends amounting to $1.50 on a share. By pursuing that policy, the whole debt of the company will be paid in five years from the 1st day of May next, and regular dividends continued to stockholders during the time.

The report of the Superintendent George W. Bentley, Esq., states that the road-bed has been materially improved, and is now in a better condition than ever before. During the past year over nine miles of rails have been re-laid, over four miles of it with new iron. Within four years 31½ miles of rails have been re-laid, 12½ miles of it with new iron. To do this, 75,646 new cross-ties were required. Within the past year seven road bridges have been rebuilt. The road now has eleven engines, including the new coal burning engine, "Salisbury," purchased the past year. Three others also burn coal, and they run at less cost per mile for fuel than with wood. Thirteen freight cars and one baggage car have been rebuilt during the year, and two passenger cars thoroughly repaired.

Journal of Railroad Law.

DISTINCTION BETWEEN AN "INEVITABLE ACCIDENT" AND "AN ACT OF GOD." THE LATTER MUST BE NOT ONLY THE SOLE, BUT THE IMMEDIATE CAUSE OF LOSS TO EXONERATE THE CARRIER.

We stated in our last number one branch of the case of *Merrit vs. Earle*, in which was considered the question whether a contract to carry freight, entered into upon the Sabbath, was binding.

The same case involved the consideration of what constitutes an act of God, or an inevitable accident, which in the eye of the law will exonerate a carrier from liability.

It will be remembered that the action was brought to recover the value of two horses, which the plaintiff entrusted to the defendant as a common carrier to transport from Albany to New York, on board the steamboat Knickerbocker, which were lost upon the passage. It appeared that on Friday preceding the accident, a sudden and violent squall overtook a number of vessels then in the neighborhood of the Highlands, and one of the number not being able to shorten sail in time, was capsized and sunk. The defendant's steamer ran upon the masts of this sunken vessel, which stove in her bottom, and this was the occasion of the loss.

The defendant's counsel requested the Court to charge the jury that the fact that the loss was occasioned by inevitable accident, against which the defendant could not have guarded by the exercise of due diligence and precaution, discharged the defendant. This instruction the Justice refused to give, and ordered a verdict and judgment for the plaintiff, from which the defendant appealed. The following is the opinion of the General Term of the Supreme Court, to which the appeal was taken, bearing upon this point.

EMOTT J. Notwithstanding the language of some Judges and writers of high authority, I think there is a distinction between the "act of God" and "inevitable accident." The reason and ground of the severe rule which the law holds as to common carriers, is not to compel the exercise of due diligence and caution, nor is that the measure of his responsibility. On the contrary there are risks as was observed by Lord Mansfield, which no foresight of the carrier could avert, and losses which are not the consequence of any want of care or skill on his part, but which nevertheless he must make good. The law, for reasons of public policy, makes the carrier an insurer against all losses except such as are directly produced by divine interposition, or attacks by public foes. The rule is admitted to be severe, and to some extent arbitrary, but it has always been vindicated as founded in wisdom. The rule of a carrier's liability appears hard in other applications than to accidental lossess or destruction. As Lord Holt observes in *Lane vs. Cotton*, it seems hard that a poor carrier who is robbed on the road without any manner of default in him, should be answerable for all the goods he takes. Yet it would be more intolerable if it were not so, for the danger and temptation to combination with thieves and dishonest men. So in respect to losses by what might be called accidents and perils of the voyage. It must be observed that the carrier is entrusted absolutely with the goods he transports, and that very often, and it may be said generally, in the absence of their owner and of all human witnesses except himself or his servants. He is therefore held to insure them against every thing but two things, which, as Ch. J. Best remarks, it is supposed will be so well known to all the country where they happen that no person would be so rash as to attempt to prove that they had happened when they had not, viz: the act of God and the public enemies. There is a phrase sometimes used in speaking of the liability of carriers which is borrowed from the express exception commonly inserted in bills of lading—I mean the phrase "perils of the sea." But I apprehend it would not be safe to hold that this expression is syonymous with the act of God, or even with inevitable accident. Thus in *Smith vs. Scott* the term perils of the sea was held to apply to a case where the vessel was lost by being run down by another vessel, through the negligent management of the latter. The phrase would seem to import a danger resulting from the voyage, or the character of the transportation, and which the carrier could not have provided against by the exercise of all due care. The phrase "inevitable accident" goes a step farther, and applies to occurrences which no foresight or precaution of the carrier could prevent. But even this is not identical in meaning with the "act of God." That is an expression which excludes all human agency. It signifies the direct act of a providential cause; for in a wider sense every thing is the act of God, since nothing happens but by his permission. In the case of Trent Proprietors *vs.* Hood, Lord Mansfield laid down the distinction very expressly. That was a case of a loss by a vessel running on the anchor of another vessel which had no buoy to indicate its position. There was indeed an ingredient of negligence in the case since they should have looked for the anchor seeing the vessel. But Lord Mansfield observes, "the general principle is clear —The act of God is natural necessity, as winds and storms which arise from natural causes, and is distinct from inevitable accident."

The case of McArthur *vs.* Lears was as strong a case for the defendant as the present and in some points resembling it. The vessel was lost in attempting to enter the port of Erie. The master know that his course should range by the lights of two lighthouses. It was a dark night, snow falling, and a considerable wind. One of the beacons was not burning, through some neglect, and a light on board a steamer which had grounded in a previous gale of wind was easily mistaken for the beacon. This mistake occasioned the loss of the vessel, certainly without any fault of the mariners. And it may be added that the vessel whose lights deceived the master had been previously cast away by a violent gale which might properly have been called the "act of God." In that respect the case resembles this, because here the sloop whose mast entered the steamers bottom was sunk in a squall of wind, although not perhaps without fault in her crew. But it was held that there was too much admixture of human means to sustain the defense, under the rules of law.

Judge Parsons defines the "act of God as spoken of in the law of carriers to be something which operates without any aid or interference of man; and the learned American Editor of *Smith's leading cases*, holds the act of God to mean the extraordinary violence of nature. It is a corollary from these principles, and the cases in which they are found, that if the act of God is to excuse the carrier, it must be not only the sole but the immediate and not a remote cause of loss.

In the case at bar, it appears that on Friday before this occurrence, a sudden and violent squall overtook a number of vessels in this part of the Highlands, and one of the number not being able or ready to shorten sail with sufficient alacrity was capsized and sunk. The defendant's steamer ran upon the mast of this sunken vessel, which stove in her bottom, and she was cast away in consequence. The immediate cause, therefore, of the loss of the defendant's vessel, was her running upon this mast. She was not forced upon it by the wind or current, and although the wind which was the occasion of the sinking of the sloop was a natural force, and operated upon the sloop without any intervention of human means, yet that was but the remote cause of the steamer's loss. To produce this there must have been added the placing the sloop in the position in which she was overtaken by the wind. The wind was the act of God; but that did not sink, and would not have sunk the steamer. The sailing the sloop over that particular part of the river was the act of man, and without that, the defendant's steamboat would have sustained no harm. It was necessary that both these conditions should concur to cause the loss of the defendant's vessel. A loss occasioned by an obstruction in a river thus produced by mixed causes, and which is not the result of the operation of natural forces upon natural objects alone, as the shores or the bottom, is not in a logical or legal sense, the act of God. It may be inevitable by human care and skill, but it is not the consequence of agencies which are and were controlled by divine will and power alone.

We are of the opinion that the defendant is liable, upon the settled rule of the responsibility of carriers, and therefore the judgment from which he has appealed must be affirmed.

Covington and Lexington Railroad Bonds.

We learn that the suit of Income Bondholders against H. Vallett's third mortgage bonds, which was commenced last Summer, was decided at Lexington last week in favor of Mr. Vallett. The substance of the decision is, that by the showing of complainant's bill and evidence, there was no cause of action, and the court refused a rehearing of the

case. Whether or not the parties will take the case to the Court of Appeals has not been determined.

St. Louis and Iron Mountain Railroad.

The gross earnings of this road for the year ending October 1, 1860, were:

From passengers		$87,298 88
" freights		137,471 95
" mails		8,737 20
" rents, etc.		1,783 30
		$235,291 33

And the expenses were:

Repairs of road	$35,472 86	
" bridges	5,995 01	
" engines	17,948 90	
" cars	15,523 79	
" buildings	2,024 75	
" machinery	2,544 08	
General superintendence	10,584 60	
Fuel for engines	20,049 65	
Oil and waste	3,736 82	
Loss and damages	4,371 91	
Rent and taxes	11,131 09	
All other expenses	46,470 09	
		175,853 55
Net earnings		$59,437 78

—which has been appropriated to paying pressing debts, many small items of constructure, leaving a small amount to meet current liabilities. The report says:

At the beginning of the year, your board indulged in the hope of being able from an economical management of affairs, and from an increase of the business on the road, to contribute something towards reimbursing the State for the annual interest on State bonds issued to this Company. Larger extraordinary expenses for repairs of road bed, repairs and renewal of bridges and culverts, repairs of rolling stock, and a much less amount of business than we anticipated, as well as a considerable amount of floating debt to be provided for, have combined to disappoint us.

We can offer but little encouragement of the Company's ability to do more, from the earnings on the road, than pay current expenses and keep the road, bridges, rolling stock and machinery in good condition, while the business of the country is so depressed. When the business of that portion of the country tributary to St. Louis shall revive, it may be reasonable to expect that we can save something from our earnings to pay a portion of this interest. But the amount we can hope to pay under the most favorable circumstances, will be inconsiderable whilst the roads remain unfinished to a point on the Mississippi river that brings us in connection with the southern and southeastern systems of railroads. No doubt seems to be entertained of our ability to pay all interest on our bonded debt when the road is thus extended, and when a rich trade is opened to St. Louis, through this channel, with Tennessee, Mississippi, Arkansas and Texas. We earnestly hope that active operations for this extension are not to be delayed much longer. The people in Southeast Missouri are making earnest efforts to contribute materially to the extension. They are calling meetings to contribute materially to the extension. They are calling meetings in various localities, appointing committees to canvass the country and solicit subscriptions and causing preliminary surveys to be made on several routes. The route from near Indian Ford to Columbus has already been surveyed. A survey is now being made from same point to New Madrid by authority of people of that town. The people of Cape Girardeau have organized a new company, subscribed liberally, made surveys, and are making active exertions to build this extension from Pilot Knob via Cape Girardeau to Columbus. The people of Memphis and the several Tennessee railroad interests are not less awake to the importance of a railroad connection with St. Louis, by the way of Pilot Knob. A survey was made last winter by J. H. Morley Esq., late Chief Engineer of this company from Memphis to the Missouri State line, under the authority of the citizens of Memphis, who have given us repeated assurances that they will build the road from Memphis to our State line by the time we can reach the same point, if this route is finally determined on.

But this extension of the Iron Mountain Railroad cannot be built by local or private subscriptions alone. State aid in some shape is inevitably required to complete it. It is equally evident that the other main trunk roads must have aid from the State to insure their completion. But considering that any proposition for aid to the roads by a further loan of State credit will be greatly embarrassed by the constitutional limit put upon our State indebtedness, and that other propositions of relief are so numerous and varied—each one supported as it is by strong arguments and earnest advocates, and as strongly opposed by plausible reasoning—we regard it impracticable to propose, at this time, any plan of relief, but leave it to the wisdom of the Legislature to devise a mode by which the several roads may be completed, the credit of the State protected, and rights and interests of stockholders cared for.

We are, nevertheless, constrained to express the opinion that a convention of the friends of our railroads throughout the State, before the meeting of the Legislature, would be able to develop a scheme whereby these objects could be satisfactorily attained. * * * As we view the subject, every road in the system depends more or less on the growth and prosperity of St. Louis and the State at large for its full success. That prosperity is incomplete so long as any one of these roads remains unfinished. Any measure of relief, therefore, which is extended to any one road, in our judgment should, if possible, be granted to all the roads; so that the work to completion may go on simultaneously, while there is a large surplus of cheap labor in the country demanding employment.

The following, compiled from the balance sheet given in the report, and the various tables appended thereto, will show the position of the company's affairs to the date of the report, October 1, 1860:

Capital stock subscribed, $2,037,200, of which there has been paid	$1,970,537 50	
State of Missouri bonds	3,501,000 00	
Net earnings one year to Oct. 1, '59	87,093 68	
Gross do. do. '60	235,291 33	
Floating debt	43,989 13	
		$5,837,911 64
Graduation, masonry and bridges, including iron, etc.	$3,337,386 96	
Station buildings, engine houses, machine shops, machinery, etc.	178,749 57	
Land damages and real estate	148,992 62	
Contingent expenses and legal services	63,876 22	
Potosi Branch Railroad	67,555 35	
Rolling stock	340,369 70	
Engineering	157,149 81	
Discount and interest	1,225,868 28	
Transportation expenses one year to Oct. 1, 1860	175,853 55	
Assets, viz:—		
Am. Iron Co.'s bonds	$25,000 00	
City of Carondelet bonds	50,000 00	
Bills receivable	13,899 74	
Supplies for machine shop	10,488 42	
Fuel accounts on hand	20,755 76	
Sundry accounts	10,502 95	
Cash on hand	11,462 71	
	142,109 58	
		$5,837,911 64

The rolling stock, as a general thing, is in good order. It consists of 16 locomotives, 13 of which are in order for use; 8 first class and 2 second class passenger cars; 3 baggage, 17 box freight, 8 cattle, 154 platform, 30 gravel and 13 hand cars. The total number of miles run by locomotives with all trains was 343,827, at a cost per mile, including all expenses, of 72.12 per cent. The total number of tons moved was 69,128; the total number carried one mile, 3,915,078. The total number of passengers carried was 232,307, of which 5,969 were way, and 226,338 through passengers; the number carried one mile was 2,894,970.

The road is in good condition. The embankments, with few exceptions, are composed of solid material, and are easily kept in repair. The bridges are all in safe condition, and in a good state of preservation, with the exception of two lattice bridges which will soon require to be rebuilt. Of the amount expended for bridge repairs, $3,300 was for rebuilding the Cadet bridge burnt in October last; and $2,300 for rebuilding the north abutment of the bridge over the Joachim, which had been undermined by floods. The earnings for the past year show a small comparative decrease. The diminution in expenses was over $39,000; although the outlays for extraordinary repairs were quite large.

The directors and officers elected for the ensuing year are:

President and Treas'r—STEPHEN D. BARLOW.

Vice President—CARLOS S. GREELY.

Directors—Carlos S. Greely, Henry T. Blow, Daniel G. Taylor, Jules Valle, Stephen D. Barlow, George Partridge, Ferd. Gotischalk, Isadore Bush, John S. Oavender, Bernard Poepping, of Carondelet, S. C. Hunt, John Dean, of Potosi, James Lindsy, of Ironton.

Superintendent—JAMES A. FELPS.

Secretary and Auditor—ADDISON WARE.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE, Albany, Jan. 19th, 1861.

THE Transfer Books of this Company will be closed at the close of business on Thursday, the thirty-first day of January instant, and will be re-opened on the morning of Friday, the twenty-second day of February next.

GILBERT L. WILSON,
414 Treasurer.

FOR SALE

1,500 TON, first quality English Rail, 52 lbs. to the lineal yard. The Iron will be sold in bond, or duty paid, at option of purchaser.

January 15th, 1861.

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GEO. T. M. DAVIS,
47 Exchange Place.
Jannary 15th, 1861. 613

DUBUQUE & SIOUX CITY R. R. CO.

ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861. The stock-books will be closed on the evening of 31st of January, until after the election.

412 JAMES M. M'KINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.
Boston, Nov. 24, 1860. tf

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A NEW AND COMPLETE
LITHOGRAPHIC (COUNTY) MAP
OF ALL THE
RAILROADS IN THE UNITED STATES
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1.	General Table for all Bases and all Slopes.	13.	for Base 18 ft. Slop.	1½ to 1
2.	For Side Hill Cuts and Fills.	14.	" 20 "	1½ to 1
3.	Base 12 ft. Slopes 1½ to 1	15.	" 24 "	¾ to 1
4.	" 14 " 1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 " ¾ to 1	17.	" 25 "	1½ to 1
6.	" 15 " 1 to 1	18.	" 26 "	1½ to 1
7.	" 15 " 1½ to 1	19.	" 28 "	¾ to 1
8.	" 16 " ¾ to 1	20.	" 30 "	1 to 1
9	" 16 " 1 to 1	21.	" 30 "	1¼ to 1
10.	" 18 " ¾ to 1	22.	" 30 "	1½ to 1
11.	" 18 " ¾ to 1	23.	" 32 "	1 to 1
12.	" 18 " 1 to 1	24.	" 32 "	1½ to 1

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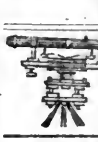
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THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

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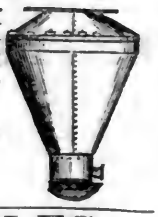
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OF THE

RAILROADS

AND

CANALS

OF THE

UNITED STATES

OF AMERICA

EXHIBITING THEIR

Progress, Cost, Revenues, Expenditures

AND

PRESENT CONDITION.

By HENRY V. POOR, Esq.,

Editor of the 'AMERICAN RAILROAD JOURNAL.

Illustrated by large and elegant Maps.

THIS work, which is the first of its description ever issued, and which traces the history of AMERICAN RAILROADS AND CANALS through their varying fortunes from the earliest period to the present day, has been written under peculiarly favorable circumstances, whether in relation to editorial experience, or the possession of the material necessary for the proper illustration of the subject, and on these accounts claims a reliability as to facts and deductions which under other auspices could not have been obtained. It is based principally on official reports published from year to year, and which for the past THIRTY YEARS have been accumulating in the office of the AMERICAN RAILROAD JOURNAL. To collate these, and present the essential facts relating to each enterprise, has required patient research and persistent labor. The result has been more successful than could have been anticipated under any circumstances—the general history, the progress of construction, the financial movements and the business operations of every road and canal in the United States being given in detail, the aggregate of all summed up and the averages deduced. The present condition of each work is elaborately set forth in full descriptions of property, share capital, bonds and other evidences of debt, etc., etc.; and the several departments of the subject are so carefully classified and arranged that comparison is rendered easy. The publishers, indeed, have no hesitation in presenting the work to all interested in internal improvements as complete and accurate in every respect—one that in reviewing the past lays the foundation for the future, and which is indispensable alike to the merchant, the banker, the contractor, and indeed to all who invest capital in railroads or canals.

The work will consist of THREE volumes royal 8vo, and be illustrated with a series of large **MAPS** specially drawn to accompany these volumes.

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[COPY.]

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EITHER SINGLE OR DOUBLE PLATE,

WITH OR WITHOUT AXLES.

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To HAMMERED or ROLLED AXLES,

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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, February 9, 1861.

Tennessee and Coosa Railroad.

The line of this road extends from Gadsden, the northerly terminus of the Alabama and Tennessee Rivers Railroad, to Gunter's Landing, on the Tennessee River, which is also the southern terminus of the Winchester and Alabama Railroad. It is a difficult undertaking, crossing the southern prolongation of the Alleghanies, at a grade of 105 feet to the mile. The length of the road is about 36½ miles. The grading of the Northern Division, 21 miles, from Gunter's Landing to the Summit, is completed with the exception of two miles of heavy work. Of the Southern Division five miles remain to be graded, when the whole line will be ready for the rails.

The total cost of the road is estimated as follows:—

Graduation, masonry and bridges	$348,000
Superstructure, equipment, etc.	870,000
Total	$718,000

There has already been expended—

In graduation	$201,849
Right of way, etc.	13,568
Engineering expenses	10,650
Total	$225,467

The receipts of the Company from various sources since its organization have been as follows:

Individual stock	$30,393
Interest and exchange	1,642
Alabama 3 per cent. fund	254,421
Total	$286,457

The Company have $61,829 cash on hand, which, with the amount paid for graduation, etc., etc., equals the receipts.

To complete the preparation of the road bed for the rails, the company have their unexpended cash balance, $50,000 due from the State, and $20,000 due from stockholders, which will be ample means for this object. To provide the rails and equipment, the Company propose to issue mortgage bonds to the amount of $400,000, payable in 20 years and bearing 7 per cent. interest. They are also secured by 120,000 acres of land granted by the General Government, and for which patents have been received. These bonds are thus amply secured, and will undoubtedly find a market among the friends of the road, providing ample means for its speedy completion.

We copy the following from the Report of the Chief Engineer G. H. ARMS, Esq., in reference to the connections to be formed by the road.

The connection of North and South Alabama by rail, has been for many years an object of interest and desire with the people of this State; its importance and necessity has been felt by all. Your road completed, and the last and most difficult link will have been made towards accomplishing this object. The attainment of this alone, and the vast benefits which must accrue to your road from this connection, should urge the friends of your enterprise to prosecute it with all possible vigor and speed.

The great commercial emporium and cotton market of Mobile will then be in direct connection through your road with the entire northern portion of the State. A vast amount of traffic, which now seeks other channels, must then, in accordance with the fixed laws of trade and commerce, be directed to Mobile, and over your road.

You will be placed in connection with Selma, with Montgomery, and the system of railroads projected from that city, with Pensacola, and with every seaport on the Gulf; the people of North Alabama will not then be obliged to travel around their own State, and through a large portion of two sister States, to reach their own Capital. The barrier which Sand Mountain has interposed to the intercourse between these two sections of the States, will, by the completion of your road, be removed; the commerce and trade of the State, which has been so long trammeled, will be infused with new life, and your road will reap its full share of the benefits arising from it.

But this connection with Selma, Montgomery, Mobile and Pensacola, is but one of the many feeders which your road will have from the South, when completed. The Georgia Western Railroad is now being constructed from Atlanta, Ga., to or near Jacksonville, a point on the Ala. and Tenn. Rivers Railroad, a few miles south of your southern terminus. Atlanta is connected with Augusta by the Georgia Railroad, and from Augusta to Charleston by the South Carolina Railroad. These lines, together with the Tennessee River on the Northwest to Decatur, and the Memphis and Charleston road from Decatur to Memphis, form a connection so direct between Memphis and Charleston as to be almost an air line. When completed it will be the shortest and most direct line from Memphis to Atlanta, Augusta and Charleston, and, although not the Memphis and Charleston Railroad, it will be the Memphis and Charleston route.

From or near Jacksonville another road is being constructed, called the Savannah, Griffin and North Ala. R. R. This line connects you with Macon, Ga., and from Macon over the Georgia R. R. to Savannah; this is a direct and very important connection.

The Macon and Brunswick R. R. is also being built from Macon to Brunswick, with prospects of a speedy completion. You will thus see that you are placed in direct connection with three important Atlantic sea ports. The projectors of these enterprises all have for their object to make a connection between the Georgia and South Carolina seaboard and the "great North-west;" and in no other direct way can this be attained except over your road.

The North and South Alabama Railroad, the Opelika and Oxford railroad and the North-east and South-west railroads, are important connections to your road from the south and will all form powerful auxiliaries to its traffic.

Your connections on the north are not as yet so definitely determined as on the south. You have the Tennessee river connecting you in a distance of about sixty miles with Decatur, a point of some importance on the Memphis and Charleston Railroad. From Decatur the M. and C. Railroad connects you directly with Memphis, and with the Tenn. and Ala. Central Railroad with Nashville and the system of roads in operation from those cities. You are also connected by the Tennessee river with Chattanooga on the North east, intersecting at that point with the Nashville and Chattanooga Railroad to Nashville, and with the Virginia and Tennessee system of roads, leading directly to New York.

A Railroad has been chartered from Guntersville to Scottsboro or Larkinsville, on the M. and C. Railroad, but no surveys have yet been made. This will be an important connection, and when built will be the final link in the chain of roads connecting Mobile with Nashville.

A survey has been made for the extension of the Winchester and Alabama Railroad from the Alabama State line to Guntersville, via Huntsville. The original surveys of this road contemplated crossing the M. and C. Railroad near Brownsboro' on that road. Although the present proposed route via Huntsville increases somewhat the length of the line, yet it is believed by the friends of the enterprise that the advantages to be gained from the local business of Huntsville—a point where a large portion of the business and capital of North Alabama is concentrated—will more than balance the increase in distance.—The general direction of this road to Huntsville will be the same as your own, nearly North-west, and will carry out the connection before referred to between Charleston and Memphis.

The charter of the Savannah, Griffin and North Ala. Railroad Company, gives them the right to extend their line from Guntersville to Decatur; a survey was made a few years ago, but no steps have as yet been taken towards building the road.

There is do doubt but at no distant day these roads will all be built.

The officers of the company is at Guntersville, Ala. The officers and directors are as follows:

President—S. K. Rayburn.

Directors—James Lamar, W. H. Wiggs, G. S. Henderson, O. B. Cooper, Thos. Patterson, R. Nickles, G. Hughes, J. S. Bain.

Chief Engineer—Geo. H. Arms.

Sec. and Treasurer—Jas. H. Moore.

New Jersey Railroad and Transportation Company.

The following is an abstract of the report of this Company for the fiscal year ending December 31, 1860.

RECEIPTS.

From Passengers	$798,454 82
" Freight	101,619 20
" Mails, rents, express etc.	218,807 74
	$1,118,881 76

EXPENSES.

Maintaining railroad, bridges, and buildings	$78,848 36	
Repairs of Locomotives, cars, and machinery	54,399 65	
Fuel—cost and labor in preparing	65,960 30	
Operating road and transporting passengers and freight	230,295 67	
Office expenses, salaries, etc	13,657 08	
		448,191 06
		$670,720 70

Disbursed as follows, viz:

Interest on bonds	$41,050 00
Transit duty on passengers and freight	17,777 66
Taxes on capital stock	18,745 00
Dividends in cash, August and February	374,900 00
Profit and loss to surplus earnings	218,248 00
	$670,720 70

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road	307,884½
Between Jersey City and Newark	1,306,226
" " " Elizabeth	225,759½
" " " Rahway	82,410
" " " N. Brunswick	86,762½
All intermediate places	824,070½
Total	2,833,113

The number of miles run by passenger, freight and other trains was 522,731.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	1,587
Between Jersey City and Newark	45,016
" " " Elizabeth	4,174½
" " " Rahway	6,703½
" " " New Brunswick	13,621
All intermediate places	44,551
Total	115,653

GENERAL STATEMENT.

Capital stock		$3,749,000 00
Funded debt, [including $485,000, the cost of the property and privileges purchased of the Jersey Associates]		688,000 00
Profit and loss, being surplus earnings expended in the construction of the road, and in payment of the property stated below		716,069 43
Less amount paid for improved pivot draw for Hackensack Bridge, relaying road with new rails and other improvements	28,500 00	
		687,569 43
Dividend, 1st January, payable 1st February, 1861	187,450 00	
		$5,812,019 43

COST OF RAILROAD AND EQUIPMENT.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work-shops, machinery and fixtures, engineering, land, and land-damages		$3,589,030 87
Locomotives, tenders and snow plows		165,175 09
Cars—passenger, freight and baggage		229,053 86
PROPERTY, VIZ:		
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey Associates for $485,000.)		1,266,336 96
Cash in bank and cash items on demand		62,423 15
		$5,812,019 43

John S. Darcy, *President.*

J. P. Jackson, *Vice Pres't and Gen'l Sup't.*

H J. Southmayd, *Treasurer.*

F. Wolcott Jackson, *Secretary.*

Old Colony and Fall River Railroad.

The annual meeting of this company was held in Boston on the 31st ult. The report of the directors show that the receipts for the fiscal year ending Nov. 30, 1860, have been:

From passengers	$428,958 51
" freight	226,471 79
	$655,430 30
The total expenses were	340,148 16
Leaving the net earnings	$315,282 14
The increase of receipts over the former year was	$8,674 78
Decrease in expenses	10,525 55
Increase in net earnings	$19,200 33
The balance of income on hand, after deducting dividend of January 1860	$567,321 08
Add net earnings for 1860	315,282 14
	$882,603 22
Deduct dividends July 1860, Jan. 1861	180,906 00
Leaves credit of earnings	$701,697 22

STATEMENT OF THE DEBT.

The debt of the company, Nov. 30, 1859, was:		
Bonds	$134,500 00	
Floating debt	60,900 00	—195,400 00
November 30, 1860:		
Bonds	$107,000 00	
Floating debt	76,500 00	—183,500 00
Decrease of indebtedness		$11,900 00
Stock on hand Nov. 30, 1860		$135,938 00
The amount of property not required for use is estimated at		204,240 00
The sinking fund consists of 3,601 shares Old Colony and Fall River Railroad stock, for investment, at cost		271,214 16

The Directors have again applied to the Legislature for leave to extend the road to Newport in Rhode Island.

Louisville and Nashville Railroad.

We have received the report of this company for the fiscal year ending September 30, 1860. From this we learn that the connection was made with Nashville the latter part of October, 1859, and that the cars commenced running through the 1st of November of that year. The financial condition of the company is brought down to the close of the fiscal year, excepting the earnings and operating expenses—these are given for September 1859, but not for September 1860, except the mail service on the main stem and Lebanon Branch. The report embraces two months (September and October, 1859.) during which there were thirty miles of staging, and ten months of through operations, and includes the operation of the Lebanon Branch which was completed to Lebanon, 87½ miles, and has been operated in connection with 30 miles of the main stem since November, 1857. The earnings during the period named are given in the report of the Superintendent of transportation as follows:

	Main Stem.	Lebanon Br.
From passengers	$336,077 46	$28,904 85
" freight	270,932 14	34,176 00
" express	17,371 24	3,056 85
" mails	21,258 33	3,750 00
	$645,639 17	$69,887 70
Earnings on main stem	645,639 17	
Total on main stem and branch	$715,526 87	
From rents	951 75	
Total earnings from all sources	$716,478 82	

The expenses during the same period have been:

Repairs of road	$112,432 13	
" engines	22,938 08	
" cars	19,264 70	
" bridges	9,067 45	
" buildings	3,825 43	
Train expenses	99,096 44	
Salaries	10,114 25	
Damages	7,811 10	
Fuel	40,334 92	
All other expenses	20,531 72	
		345,356 22
Net earnings		$371,122 60

being 51.80 per cent. of the gross earnings.

Accompanying the report of the Superintendent is a schedule showing classified articles carried northward and southward, both local and through. From this we learn that the local tonnage northward was 33,134; do. southward 27,216; the through tonnage northward was 1,103; do. southward, 16,486—making a total of 77,939. The mileage of local freight northward was 1,222,258;

do. southward, 1,849,527; the mileage of through freight northward was 202,872; do. southward, 8,055,864—making a total mileage of 6,330,521.

The number of through passengers carried northward was 9,485; do. southward, 7,785; the number of local passengers carried northward was 72,729; do. southward, 69,968—total passengers carried, 159,967. The total mileage of passengers northward was 4,463,157; do. southward, 4,118,249—total mileage of passengers 8,643,406.

The total number of miles run by engines during the yearwas 613,803.

The Memphis Branch was opened to Clarkesville in the latter part of September, 1860, and was put in operation a few days before the annual meeting of the Company on the 1st of October.—Thence to Paris, the work was being pushed vigorously forward by the Louisville, Memphis and Clarkesville Company. At the present time but 12 miles remain to be laid, and the prospect is that through connection with Memphis will be made early in the coming March.

The completion of the road and branches, including bridging, ballasting, etc., together with road repairs, repairs of motive power and rolling stock, and the construction of cars has been confided to Albert Fink, Esq., formerly in charge of the machinery department of the northern division of the road. His reports and exhibits give in detail all that has been done under his direction during the year, with the cost under each head; together with the estimated cost of completing and equipping the main stem, including one-half of the cost of 10½ miles double track from Nashville to the divergence of the Edgefield and Kentucky railroad. The latter company having under the provisions of their charter to construct the other half. The estimated expense is $762,500. It will also require the sum of $63,000 to fully complete the Lebanon Branch.

The accounts of the Main Stem and each of the branches are kept separate; but the stock for both branches was subscribed as stock in the Louisville and Nashville Railroad, and both branches, as well as the main stem were contracted for and constructed in the name of and under the direction of the president and directors. The eport says:

A consolidated statement is given of the expenditures on the Main Stem, and on the Lebanon and Memphis Branches up to the 30th of September, 1860, and the combined financial conditions of them on said day.

It appears from the reports of the first and second years' operation, the expenditures on the Main Stem to the 1st of Oct., 1853, were. $115,861 85

The third and fourth years no report appears.

The 5th year to Oct. 1st,	1856	$1,467,260	26
" 6th " "	1857	2,289,150	19
" 7th " "	1858	3,834,980	07
" 8th " "	1859	6,127,202	15
" present report "	1860	6,674,248	53

Thus the sum of $546,956 38 has been added to the construction during the last fiscal year. Of that amount the sum of $113,887 86 is for the Cumberland River Bridge, which was constructed under the superintendence of the Engineer of the Edgefield and Kentucky Railroad Company. The expenditure was made previous to the 1st of October, 1859, but the accounts were not in a condition to be entered upon our books. Deduct the sum of $113,887 86 from $546,956 38, leaves $433,068 52 as the expenditures for construction of the last fiscal year.

The sum required to complete the Main Stem with full equipment, including ballasting, bridging, water stations, way stations, fencing, etc., is estimated at $762,500, which added to the $6,674,248 53, expended to the 1st of October, 1860, will make the cost $7,436,748 53.

The Lebanon Branch was put under contract prior to the 1st of July, 1855, and it appears from the books there was expended to—

October 1st, 1855	$70,112	45
" 1856	372,321	75
" 1857	729,170	35
" 1858	905,201	72
" 1859	1,000,435	16
" 1860	1,007,736	13

The Memphis Branch was put under contract in December, 1858, and there was expended to—

October 1st, 1859	$121,753	08
" 1860	848,733	49

The next year will add to it the additional sums required to complete it which it is expected will not exceed the Engineer's estimate of $960,000, and interest and discount.

In keeping the accounts of the Main Stem and each of its Branches, the interest paid on money, borrowed and discount allowed on the sale of securities, has been charged to construction under the head of interest and discount, and credited with interest received.

Up to the 31st August, 1858, the interest on Lebanon Branch securities, etc., was charged to construction of the Branch. Since that period the interest has been paid out of the Branch earnings. Previous to the first of January, 1860, the interest paid on the securities, etc., of the Main Stem, was charged to construction. Since then, by order of the Board, the interest on securities and money borrowed has been paid out of the net earnings.

The excess of earnings over operating expenses and interest on the Main Stem has been carried to the credit of interest and discount, and amounts to the sum of $440,358 since the commencement of business on the road.

The excess of earnings on the Lebanon Branch over operating expenses and interest since the commencement of business upon it, is $14,557 26, and has been charged to the Main Stem.

An examination of the Secretary's Report as to the financial condition of the Main Stem and Lebanon Branch, makes it apparent that after paying the floating debt, the Company have no funds to meet the estimated cost of completing either the Main Stem or Branch, and must await the surplus earnings after paying expenses of operating and interest on the debt, or resort to a second mortgage. The President and Directors deem a second mortgage inexpedient for many reasons, and apprehend the surplus earnings will not furnish the means, after paying operating expenses and interest on the mortgage and other debts of the Company, fully to complete the road at as early a period as they might desire. There will be due $25,000 of the

Mort. Bonds of the Lebanon Br.	March 2, 1861
Same amount	March 2, 1862
Same amount	June 2, 1862
$50,000	June 2, 1863
$50,000	June 2, 1864

Payment of one per cent. into the State Treasury of Tennessee commences in 1864, on the amount of State Aid Bonds received from the State, to the sinking fund required by the charter for the redemption of the Tennessee State Aid Bonds. This will leave the surplus earnings under the control of the President and Directors, for the payment of any residue of the floating debt that may remain after applying the existing means, and to the completion of the road, until the 1st day of January, 1866, when the first instalment of the mortgage bonds of the Company on the Main Stem becomes due.

The gross earnings of the Main Stem and Lebanon Branch amounting to $716,478 82 the past year, with the addition the Memphis Branch may bring to the Main Stem, and its own earnings, with present prospects, cannot be estimated at more than $800,000 or $850,000 for the current year, but with good crops and southern connections we may fairly estimate $1,200,000 for future years.

Gross earnings to the amount of $100,000 per month, until January, 1866, will enable the Company to pay the operating expenses, interest on the debt, the Lebanon Branch income bonds as they mature, and the required sinking fund to the State of Tennessee, and any balance of the floating debt that may exist, and complete such parts of the road as may require the outlay; but should the earnings be much less, some of the estimated items for completing the road must be postponed.

The Company had upon the road 30 locomotives, eleven of which had been placed upon the road during the past year. In addition to which four coal burners were being built by the Schenectady Locomotive Works to be delivered in October and November last. Four freight engines had also been ordered from M. W. Baldwin & Co.

There had been built at the Company's shops at Louisville during the year, nine passenger, three baggage, sixty box, five caboose, and thirty-four flat cars. The rolling stock constisted of 20 passenger, 8 baggage cars, 145 box cars, 124 flats, and 178 other cars.

General Ledger Balance.

EXPENDITURES.

Graduation & masonry, Main Stem	$2,279,331	34
Do. Lebanon Branch	318,887	41
Do. Memphis do.	307,692	81
Superstructure, Main Stem	1,612,027	70
Do. Lebanon Branch	324,582	91
Do. Memphis do.	354,351	02
Equipment	537,655	38
Interest and discounts, Main Stem.	1,119,903	16
Depot grounds	198,045	45
Buildings	121,925	48
Cumberland River Bridge	114,122	19
Bridge superstructure	168,070	80
Engineering and expenses	224,966	29
Locomotive works	84,502	10
Other items of cost of Main Stem	233,498	69
Mortgage Bonds on hand	265,000	00
Due from Lebanon Branch	105,312	54
Do. Memphis do.	53,024	90
Assets on hand, Main Stem	159,602	08
Interest and discount, Lebanon Br.	218,882	79
Other items of cost, do.	146,502	91
Interest and discount, Memphis Br.	89,436	19
Other items of cost, do.	97,353	47
Resources do.	469,311	80
	$9,455,250	82

RECEIPTS:

By share capital, Main Stem	$4,330,151	66
Do. Lebanon Branch.	501,936	88
Do. Memphis do.	706,393	25
By funded debt, Main Stem	2,555,500	00
Do. Lebanon Branch.	400,000	00
Do. Memphis do.	500,000	00
By floating debt, Main Stem	401,536	89
Do. Lebanon Branch.	1,106	50
Do. Memphis do.	258,626	64
	$9,455,250	82

The office of the Company is at Louisville, Ky. The officers and directors are:

President—James Guthrie.

Directors—Thos. Quigley, H. D. Newcomb, Eugene Underwood, Jos. C. Guild, Jas. B. Wilder, Wm. Garvin, B. J. Adams, H. C. Seymour.

Secretary—Willis Ranney.

Sup't of Transportation—John B. Anderson.

Superintendent of Machinery and Road Department—Albert Fink.

☞ Governor Banks has arrived at Chicago and has entered upon his duties as Vice President of the Illinois Central Railroad.

Journal of Railroad Law.

TRANSPORTATION CONTRACTS; POWER OF COMPANIES TO ENTER INTO; BEYOND THEIR OWN ROUTES.

Among the many questions of law which the modern improvements or changes in the mode of conducting business are constantly presenting to the consideration of the courts, we find one of some novelty and interest recently considered by the Supreme Court of the State of Maine. The questions involved were whether a company organized in one State, had, under such organization, power to make contracts to convey passengers or merchandise beyond the limits of their own road, over the routes of other companies, to a distant place of destination; and, admitting that they had not such power under their charter, whether they would be permitted to set up such a defence against a person to whom they had held themselves out, as having such power, and thereby induced him to entrust his goods to them for transportation.

The action was brought by one Perkins against the Portland, Saco and Portsmouth Railroad Company, for the value of a quantity of furniture received by them for transportation. The goods were delivered to the station agent at Biddeford and were carried by the defendants to Portsmouth, and sent thence to Boston, by an arrangement between them and the Eastern Railroad Company by which the two corporations mutually conducted their business. The defendants did not appear to have had any care, nor to have exercised any control, directly, or indirectly over the property after it was delivered in Boston. From that place the furniture was forwarded from one point to another, by the different railroad or steamboat companies on the line, each paying previous freight and receiving it, with their own charges, of the next company; the goods were finally lost on board of a steamer on Lake Michigan.

The individual who received the goods was the general agent of the defendants, to contract for the transportation of passengers or merchandise from the Biddeford station.

The defendants were incorporated in 1837, with authority to construct a railroad from Portland to Portsmouth, and to exercise their corporate powers "for the transportation of persons, goods and property of all descriptions," and it was urged that the corporation being the creature of law, with no powers but those conferred by the charter, its agents could not bind it by any contract to transport persons or property except upon its own railroad.

It was contended that the company had no authority to become carriers on other routes, and that any agreement to do so, being beyond the scope of the corporate powers was void.

The following is the opinion of the Court upon the foregoing facts.

DAVIS, J.—It is quite clear that a common carrier, if a natural person, may contract to carry persons or property beyond his own line, and thus make the carriers, upon the connecting lines, his agents. In such case he is responsible for any loss or injury upon any part of the route.

Whether the same rule applies, and to the same extent, to corporations chartered as common carriers upon lines designated in the statutes, by which they are created, is not so clearly settled in this country. In England the law is well established, by a series of decisions, that the same rule applies to railway companies as to natural persons. And in either case, if common carriers receive goods marked to be delivered at a place beyond the limits of their own line, they undertake, *prima facie*, to carry the goods to their destination and are bound to do so, unless they limit their responsibility by express agreement or notice at the time their goods are received. In this county the rule is different. If a railway company receive goods marked for delivery at a place situated beyond the line of their own road, they are only bound, in the absence of any special contract, to transport and deliver them, according to the established usage of the business, to the carriers of the connecting line, to be forwarded to their ultimate destination. In all these cases it is admitted, or assumed, that a railroad company may, by a special contract, bind themselves to deliver merchandise beyond the line of their road, and in such a case they are bound as common carriers for the whole route. But in none of the English cases cited, except the last one, was any question raised in regard to the power of the company under their charter.

In that case this point was presented; and though the contract was to carry goods to a place beyond the realm, the company were held liable, on the ground that they held themselves out to the public as common carriers to that place, and were thereby estopped from denying it.

The same question was raised in this country in the case of Noyes *vs.* R. & R. Railroad Company, and it was held that a contract to send barges to a place not on the line of their railroad for a quantity of hay, and to transport it from that point over their road, was within the scope of the powers conferred by their charter. Redfield, C. J., the learned author of the treatise on railways, in delivering the opinion of the Court, says: "It may be true, in one sense, that this is extending the duties and powers of the company beyond the strictest interpretation of the words of the charter. But the time is now past, when as between the company and strangers, any such literal interpretation of the charter is attempted to be adhered to."

A different doctrine is held in Connecticut. In the case of Hood *vs.* N. Y. & N. H. Railroad, it was held that a contract to carry a passenger from New Haven to Farmington, by railroad, and thence to Collinsville by stage, was not binding on the company, on the ground that the company had no authority, by their charter, to make such a contract. But we are not aware that the doctrine has been carried to this extent in any other State.

We are satisfied that the better opinion both upon principle and authority is, that a railroad company may be bound by a special contract to carry persons or property beyond their own line. In granting the charter, all incidental powers which are necessary to the proper and profitable exercise of those which are specially enumerated, may be presumed to have been conferred by implication. The business of common carriers between different places in our country is intimately interwoven and complicated; and it is sometimes of great public convenience, if not of absolute necessity, that several combine their operations and thus transport passengers and merchandise by a mutual arrangement, over all their lines, upon one contract, for one price. The authority to do this may be regarded as one of the incidental powers granted by the charter. In such cases each company is liable for the whole distance.

We think that a company may be bound, even without an actual arrangement with connecting lines, if, by their agents, they hold themselves out to the public as common carriers beyond the limits of their own road. And if such agents so represent the company to the public, in such a manner, or for such a length of time, that the corporations may be presumed to know it, and therefore assent to it, the company will not be permitted to deny either their own authority or that of their agents; and, unless prohibited by statute, in express terms, or by implication, the company will be bound by their contracts. In the language of Redfield, C. J., "if the corporators acquiesce in the extension of the business of the company, even beyond the strict limits of the charter, and strangers are thereby induced to contract upon the faith of the authority of the agents of such company, the company are not at liberty to repudiate the authority of such agents when their transactions prove disastrous."

It only remains to apply these principles to the case before us.

The plaintiff relies upon a special contract to deliver his goods in Bloomington, in the State of Illinois. The place of delivery being far beyond the line of transit under the control of the defendants, it was not sufficient for the plaintiff to prove that the contract was made by one of their subordinate agents. The authority of such agents must be proved, or some facts established which will preclude the company from denying it.

This might be done by proof of express authority conferred upon the agent by the corporation, or by the directors. For even if the company had no authority by their charter to contract for the transportation of goods to places so remote, and could have been enjoined or restrained from doing it, by proper proceedings, they cannot plead such want of authority against persons so contracting with them. To do this would be taking advantage of their own wrong. But the evidence in this case fails to prove that the corporation undertook to confer any special authority upon the agent to make such contracts.

If there was no express authority conferred upon the agent, it might have been implied from a mutual arrangement for the carrying business among all the carriers between the point where the goods were received and the place of delivery. When such an arrangement actually exists, there is an implied authority on the part of the agents of each company to bind them all. But the evidence in this case is conclusive, that no such arrangement existed between the defendants and any other companies for the transportation of persons or property to any place beyond Boston.

Assuming that the agent had no actual authority, express or implied, to make such a contract with the plaintiff, are the company estopped from setting up such a defence?

It appears in evidence that this same agent had had charge of the business of the company at the Biddeford station for several years, and that he had been accustomed to making contracts similar to the one in suit, to deliver goods at various

places beyond the line of their own railroad, in this State, in Massachusetts, in Connecticut and in Canada. The nature of these contracts, a great number of which have been proved, is such that the manner in which the agent was doing business and representing the company to the public, must have been known to the directors, and to many of the corporators. By permitting this to be done, and retaining the agent in office, their assent may be presumed. And though this question of fact is not entirely free from doubt, a majority of the Court are of the opinion that strangers might well suppose that the agent was acting within the scope of his authority, and that the company are therefore estopped from denying it. According to the agreement of the parties, judgment must be entered for the plaintiff for the value of the goods at the place of delivery, less cost of transportation, he having paid no freight thereon.

Cape Cod Railroad.

The income of this road for the year ending November 30, 1860, was $123,386
And the expenditures 78,026

Leaving net earnings $45,360

The annual report shows a reduction during the year of funded debt of $21,600, and of floating debt, $29,941—an aggregate reduction of debt during the year of $49,540. The remaining debt is now less than $175,000. The cost and equipment of the road has been $1,031,625.

Interest and Dividends.

The Buffalo, New York and Erie Railroad Company has declared a stock dividend of 25 per cent. The net earnings of the last two years has been invested in rolling stock and improvements.

The New York Central Railroad Company has declared a semi-annual dividend of three per cent. on the capital stock, payable on the 20th instant, upon stock registered at New York, Boston or Albany, and on the 20th day of March next upon stocks registered at London. The transfer books, which are now closed, will be reopened at New York, Albany and Boston, on the morning of Friday, the 22d day of February instant.

Pacific Railroad.

We learn that this road is progressing, notwithstanding the general financial trouble. The heavy work in Jackson county continues to be energetically prosecuted, while the light work in that county has been unavoidably suspended for a brief period.

The work west of Sedalia, the present terminus of the road, as far as Warrensburg, a distance of thirty-one miles, is nearly ready for the ties, and thirteen miles west of the last named place is placed under contract.

The Southwest Branch is operated to Rolla daily, distant one hundred and four miles from St. Louis, and the road-bed nearly ready for the ties to the Little Piney, twelve miles from there, while the work on the heavy tunnel sections in Pulaski county is continued.

We learn that this is the policy of the Directors to continue the work, looking to some legislation for the road's entire completion.

The Company ordered some months since, four locomotives for the Southwest Branch, from the "Rogers Locomotive Works," and on yesterday two of them were landed on our levee. The Directors named them in compliment of some of the former and present officers. The "Robert Campbell" and "Geo. R. Taylor" are already here, while the "Wm. M. McPherson" and "Hudson E. Bridge," are on the way. Those here are pronounced the most perfect specimen of mechanism ever turned out from the celebrated "Rogers Works," and it is to be hoped that they severally may meet the expectations of the Company.—*St. Louis Republican.*

Nashville and North Western Railroad.

This company have recently withdrawn $180,000 in bonds for the section of 18 miles which has been graded. Tennessee appropriates $10,000 for every mile graded.

Cincinnati and Chicago Railroad.

It is expected that this line will be opened to Chicago by the 1st of March should the weather prove favorable.

Railroad Earnings.

The December report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad, gives the following:

Earnings from passenger trains		$6,347 99
" " freight "		10,252 41
		$16,600 40
Ordinary expenses	$12,257 08	
Extraordinary "	166 70	
New car	229 86	
		12,653 64
		$3,946 76
Received during December		$14,453 64
On hand December 1		17,469 55
Total		$31,923 19

The November report of the Receiver of the Central Ohio Railroad is as follows:

Balance from last report	$19,286 05
Receipts from earnings	69,501 57
	$88,787 62
Expenditures	42,523 03
	$46,264 59

The earnings of the Hudson River Railroad in January, 1861, were $223,157 37
In January, 1860 ..... 211,713 68

Increase $11,443 69

The earnings in January for the past four years have been as follows:

1858	$176,572 91	1860	$211,713 68
1859	192,161 14	1861	223,157 37

The traffic of the Great Western Railway of Canada for the week ending Jan'y 11, 1860, was as follows:

Passengers	$12,901 87
Freight and live stock	27,449 17
Mails and sundries	1,689 03
Total	$42,040 07
Corresponding week last year	34,791 15
Increase	$7,248 92

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 26,
were $47,092 48
Week ending Jan. 28, 1860 ..... 52,722 00

Decrease in 1861 ..... $5,629 52
Total traffic from July 1st, 1860 ... $2,008 285 71
Corresponding period previous year 1,566,949 66

Increase $441,336 05

The earnings of the Toledo and Wabash Railroad in January, 1861 were $58,339 33
January, 1860 ..... 43,511 18

Increase $18,828 15

The following is a statement of the earnings of the Buffalo, New-York and Erie Railroad for the month of January, 1861, compared with the earnings for the corresponding month of the previous year:

January, 1861 ..... $36,203 83
January, 1860 ..... 34,046 53

Increase $2,157 30

The earnings of the St. Louis, Alton and Chicago Railroad for January were:

Passengers	$25,915 10
Freight	50,961 81
Mails and Expenses	3,382 82
Total	$80,259 73
Corresponding period 1860	55,734 31
Increase in 1861	$24,525 42

The earnings of the Galena and Chicago Railroad for January, 1861, were $96,983 77
January, 1860 ..... 60,652 72

Increase $36,331 05

—Corrected earnings for the previous month $94,959 55.

The earnings of the Michigan Southern and Northern Indiana Railroad for January, 1861, were $133,694 69
January, 1860 ..... 131,466 55

Increase $7,228 14

The earnings of the Michigan Central Railroad in January, 1861, were $142,333 70
January, 1860 ..... 110,712 23

Increase $31,621 46

The earnings of the Cleveland and Toledo Railroad, in January, 1861, were $84,996 60
January, 1860 ..... 8,169 94

Increase $6,726 66

The following will show the earnings of this road in January for the past eight years:

January earning	1854	official	$41,516 19
"	1855	"	61,853 59
"	1856	"	75,336 96
"	1857	"	77,211 84
"	1858	"	65,211 43
"	1859	"	59 855 62
"	1860	"	78,169 94
"	1861	"	84,996 60

Showing a gain of over one hundred per cent. in seven years. The earnings of January, 1861, it will be seen, exceed by $9,660 the prosperous period of 1856.

The earnings of the Marietta and Cincinnati Railroad in January, 1861, were $40,873 77
January, 1860 ..... 30,913 46

Increase $9,960 31

The earnings by the Chicago Burlington and Quincy Railroad line in the month of January

were in	1860.	1861.	Increase.
Freight	$68,017 42	$97.573 00	$29.555 50
Passengers	33,360 05	30,164 28	* 3,195 77
Mails & Miscel	9,641 97	2,750 50	* 6,891 77
Total	$111,019 44	130,487 78	*19,463 34

* Decrease.

The earning of the Chicago and Northwestern Railroad in January, 1861, were $52,168 53
January, 1860 ..... 32,179 12

Increase in 1861 ..... $19,989 41

This road is now completed as far as Neenah, at the foot of Lake Winnebago, and the cars are making regular trips to that place. The track will reach Appleton, seven miles further, in a few days.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	136½
31 Dec. '59	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	299,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,084	828,692	283,333	3	.....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	.....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '59	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	873,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	.....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	95
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	.....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	.....	70
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	884,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	70½
.. .. '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,000,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	75
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Pern and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,682	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '59	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	264,742	357,297	182,164	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,623	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	135.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	264,154	—	2,151,430	2,300,000	320,132	4,890,700	80.0	.....	163,288	94,995	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,862	206.0	.....	758,774	.....	—	.....
1 Aug. '58	21.0	—	.....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,413	*	—	882,922	58,744	50,334	992,050	21.0	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,881	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—		180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	58
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	100½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	111
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	109
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,625	7	108½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,890	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....	699,152	343,915	—	72
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—		298,951	303,014	57,065	663,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	105½
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—		223,176	675,000	2,853	901,029	8.4	20,868	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	106
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—		448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—		385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	14½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	6,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
.. .. ..	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	93	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	55
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	15½
.. .. ..	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
.. .. '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,015		798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	63.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,336	12.0	.....	.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
.. .. ..	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,859	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—		66,974	1,400,000	—	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	325,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—		200,000	—	—	200,000	14.6	4,182	16,608	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—		492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	70
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	105½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	—	.....	96.2	.....	2,378,392	1,189,399	12	111
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	162,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,582	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	127
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15 344	3,368	—	.....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelngs.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93.894	84,119	11,215	—	—
30 Sep. '59	33.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	396	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	43
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	92
30 Sep. '59	297.8	253.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	.....	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	78½
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	32
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	.....	152.9	621,747	975,853	358,792	—	16½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	.....	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	395,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,128	146,079	2,989,335	81.3	176,273	196,402	112,165	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,236	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	.....	437,043	209,793	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,850,710	60.3	.....	489,437	249,666	7	70
-- -- '59	87.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,178	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Colmbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94
31 Dec. '59	67.0	—	.....	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	85,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	—	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	32½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	...	...	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '58	36.6	—	.....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	.....	125,940	66,253	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	...	...	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	765,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	79
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,116,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	—	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	511,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	...	...	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	...	...	....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	13.6	21.9	—	...	...	....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	25
30 Nov. '59	45.7	—	.....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	6.0	13.6	....	9	...	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	....	19
31 Dec. '59	20.0	—	4.0	—	...	...	....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	....	.....	596,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,329	2,787,000	377,518	6,320,638	65.7	.....	347,302	188,398	....	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,857	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,787,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	....	42½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	427,696	—	35

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connelleville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	143.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,506,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. .. '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859.....	.....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. .. '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	177,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196.568	—	.....
.. .. '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. .. '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Paseumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	492,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	.....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	835	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	59.5	.....	326,554	213,852	7½	.....
30 Sep. '59	240.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '59	178.2	—	16.5	7.0	27	23	217	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4	47½
30 Sep. '59	204.2	10.7	....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
.. .. '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '58	191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	12
.. .. '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. .. '58	10.0	—	....	55.0	....	....	....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	196.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. .. '59	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	....	....	....	European & North American	2,100,356	*	.....	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. .. '59	60.0	—	....	....	....	....	....	New Brunswick and Canada	988,746	*	.....	868,493	.....	70,253	988,746	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec.	48.7	—	....	—	....	....	....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	112

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	79½
" "	700,000	6	1880	79½
" "	1,128,500	6	1875	80½
" "	1,000,000	6	1867	94
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Steri'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	82
2d Mortgage	899,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. Il. T. 2d M. (Conv.)	245,000	8	1863	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	37
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	100
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	72½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	------	------	----
***Columbus, Piqua and Indiana:**				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95
2d Mortgage (S. F.)	1,738,000	7	1875	90
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	55
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	100½
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	108½
2d Mortgage	1,980,000	7	1860	98
3d Mortgage	1,840,000	7	1875	86½
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	96
Construction	4,115,000	6	1875	96
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1868	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	892,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	800,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17
2d Land Grant (Western Div.)	353,600	†	------	17
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	95
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	70
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	78
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	75
2d Mortgage	2,175,000	†	1877	53
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	'	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Moblie) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,866	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	378,085	6	1868	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	250,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	-------	---	------	----
----	-------	---	------	---*
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103½
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	93
Premium Consolidated Stock	8,000,000	6	1883	93
Real Estate	221,000	6	1883	93
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1859	99
3d Mortgage (convertible)	6,000,000	7	1871	85
4th Mortgage (convertible)	3,729,000	7	1880	80
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	65
Unsecured (convertible)	2,443,000	7	1862	65
Sinking Fund	2,193,000	7	1875	64
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	77
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	90
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,926,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	---	7	35 y's ----
Free Land	-------	---	------	----
Peoria and Oquawka:				
----	-------	---	†	------ ----
Peru and Indianapolis:				
----	-------	---	†	------ ----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	600,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	650,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	---	7	1863 ----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	256,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60–'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
3d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	6	.....	....
Syracuse, Binghamton and N. Y.:				
....	.....	....	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	70
2d Mortgage (convertible)	2,000,000	7†	'68–'70	40
1st Mortgage (Bel. and Ill.)	617,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,600,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	.....	....	.....	16½
2d Mortgage	.....	....	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	84
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
....	.....	....	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
....	.....	....	.....	....
Wilmington and Manchester:				
1st Mortgage	696,000	....	1866	74
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1858	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	398,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending Feb. 6, 1861.

	Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
FEDERAL STOCKS:—						
U. S. 5s, 1874	....	....	93½	92	....	....
U. S. 5s, 1865	92	....	....	....	....	86
STATE STOCKS:—						
California 7s	87	....	86½	86	....	....
Georgia 6s	75	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	88	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	92½	92½	....	....	....	....
Louisiana 6s	75	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	68	67½	66½	64	65	66½
New York 5s, 1874	....	....	....	....	....	....
" 7s, 1864	....	10½	....	....	....	....
North Carolina 6s	77	76	75	74	77½	....
Ohio 6s, 1870	....	103	....	....	....	....
Tennessee 6s, 1890	72½	70	68	67½	70	71
Virginia 6s	....	75	....	72	72	74
RAILROAD SHARES:—						
Chicago, Burl. and Q.	74	71½	70	66	69	70
Chicago and Rock Isl.	55	67½	55	53	55	57
Chicago and N. West.	....	....	....	....	....	....
Clev., P'ainesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	10	....	....	....	....
Clev. and Toledo	....	34½	34	31	29	31½
Del., Lack. and West.	....	82	80	80	....	....
Galena and Chicago	72	71	69	67	69	70½
Hudson River	....	45½	44½	42½	40	41½
Illinois Central (scrip)	80	78½	73	69	74	75
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	....	58	56½	53	50	53
M. S. and N. I. guar'd,	33½	....	31½	28	30	31½
M. S. and N. I.	....	15½	15	14	13	14½
Milwaukee and Miss.	....	12½	11	....	11	....
New Jersey Central	....	110	....	....	....	110
New York Central	....	80	79	77½	76	78½
New York and Erie	....	36½	36	32	32	31½
N. York and Harlem	....	16	16	15	14	16½
N. Y. and H. "pref."	....	38½	38	37	35	38½
Panama	....	114	113	....	....	112
Phila. and Reading	....	46	45	45½	39	42½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	40½	....	....	....	38	37
" " 2d M.	....	17	....	16	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p. c. '85	75	....	....	....	....	....
D. L. & W. 1 M. 8 p. c. '71-5	....	....	....	....	....	....
" 2 M. 8 p. c. '81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8 p. c. '63	....	....	95	....	....	....
" 2 M. 8 p. c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	55	55	....	....	....	....
Hudson R. 1 M. 7 p. c. '69	....	....	....	....	....	....
" 2 M. 7 p. c. '60	99	....	....	....	....	....
" 3 M. 7 p. c. '75	....	....	....	85	....	....
Illinois Centr. 7 p. c. '75	....	96	96½	....	....	96
" " 6 p. c. '75	....	96	96½	....	....	96
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	37
Mich. Cen. S. F. 8 p. c. '82	....	....	....	97	....	98
" conv. 8 p. c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	81	....	....	....
" " 2d M.	....	....	....	....	54	....
" " S. F.	....	76	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p. c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	84	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p. c. certif. '83.	96	....	....	97	....	....
" 1 M. 7 p. c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p. c. '67	....	....	....	103	....	105
" 2 M. 7 p. c. '59	99½	....	....	....	....	....
" 3 M. 7 p. c. '71	....	86	86	86	....	....
" 4 M. 7 p. c. '80	....	81	80	....	....	....
" 5 M. 7 p. c. '83	....	....	....	....	....	....
" conv. 7 p. c. '62	....	....	....	....	....	....
" " 7 p. c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p. c. '73	....	99	....	....	....	99
" 2 M. 7 p. c. '64	....	....	....	....	....	....
" 3 M. 7 p. c. '67	....	....	....	....	....	....
Penn. 1 M. 7 p. c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p. c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p. c. '60	....	....	....	....	....	....
" " 6 p. c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	92½	90	90	90
America, Bank of	....	105½	....	....	....	....
Commerce, Bank of	....	....	92	91	....	....
Merchants' Exch. B'k	....	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	104½	....	....	....
MINING STOCK:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. C. Co.	92	92	....	....	....	....
Cumberland Coal Co.	....	8½	....	....	8	....
Penn'a Coal Co.	80	....	80	....	....	....
Pacific Mail S. S. Co.	85	85	82	81	84	85
Canton	15	14½	....	14½	....	15
Brooklyn Water W's.	....	100	100	100	100	100

The following are the closing prices in the London Market on the 23rd January:

United States 5 p. c. red. '74	85	to	90
Illinois Central 6 p. c. red. 1875	86	to	88
Do. 7 p. c. red. 1875	87	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	65	to	70
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	48	to	52
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	87	to	89
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	95	to	97
Do. $100 shares	74	to	76
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	60	to	65
Do. Shares, assented	33	to	34
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, February 9, 1861.

Camden and Amboy Railroad.

In the preparation of the work on the railroads of the United States, recently published by ourselves we were rigidly scrupulous in applying in all cases to proper sources for information. Our object was to present a record of facts, indifferent as to whether they might bear favorably or unfavorably upon the credit or reputation of the companies.—In other words to be a medium of information between them and the public. Any other plan or motive would destroy all the value of our labors. When we came to the Camden and Amboy Railroad, we sent a competent person to the Treasurer of the company to solicit a statement from him of the character obtained from others, our design being to have an uniform standard for the whole. All information, even as to the dates of the bonds issued, or of the amount of equipment in use on the road, was refused. With the assistance of such meagre reports as the company from time to time had published, and with such documents as we were able to find in the State archives at Trenton, we made out the best statement in our power. Printed slips of this statement were sent to the Treasurer, with a request that he would examine, and verify the same, and furnish us with the statement from the *General Ledger*, of the financial condition of the company, none having been published since 1840! Our slips were returned to us without any correction or reply. We hardly anticipated any other treatment, well knowing that the company acted upon the policy of concealing everything from the public for the better enjoyment of their *monopoly*, now so odious, that the only safety is a rigid silence and the suppression of all information as to its interior management. There are many reasons for this. The company are believed to be yearly using large sums for the manipulation of the Legislature and the news-

paper press of the State, and in this manner to have acquired a power, which completely overrides the popular will and the appropriate functions of Government. The company have another motive for concealing the amount of their earnings for the purpose of avoiding the tonnage and capitation tax paid to the State. If the estimate of the public as to the official integrity of the officers of this company is correct, they would not hesitate to take any steps that would benefit themselves, no matter what they might be. As an illustration that the published statements of the company do not represent its actual condition and operations, we have compiled the subjoined table from the statements made annually, on oath to the Legislature. From this table it appears that the total amount of dividends paid by the company since 1849 have been as follows:

Dividends paid in cash	$3,665,568
12 per cent. div. paid in 1853 in bonds.	360,000
20 " " " 1857 in stock.	600,000
25 " " " 1860 in stock*	949,600
Total dividends paid,	$5,575,168
The net earnings for the same period have been $4,259,499	
Balance of ear'gs Jan. 1, 1849 . 100,203	
	4,359,702
Dividends above net earnings	$1,215,466

If the company have declared dividends exceeding by $1,215,466, the reported net earnings sworn to by the officers of the company, where did the means come from, and how much of the same sort is left?

The increase of capital stock of the company has been chiefly from the stock dividend. The funded debt has increased since 1849, $4,406,524. This has been appropriated as follows:

Construction	$2,833,031
Belvidere Delaware Railroad	1,175,000
Dividends in Bonds	360,000
Subscription to Freehold and Jamesburg Railroad	100,000
	$4,468,031

This statement we submit to the people of New Jersey, and ask whether this company should not as a return for its monopoly make a fair, honest and lucid statement of its affairs? Upon such a basis, the Legislature can proceed in an intelligent manner. Concealments always proceed from consciousness of wrong doing. We adduce indisputable proofs that the sworn statements of the Company are *not* true. Should a sovereign State become party to the fraud by tolerating it, and in this way confessing its inability to cope with a giant and unscrupulous monopoly? Will it allow such a stain to rest upon it? Why should it not treat all its incorporated companies as does the State of New York, and as they live upon the people, compel them to tell how much they get, and what they do with their money? If everything is fair and above-board, let it be seen. If there be fraud and rascality, let us know that also. There is no danger that the Legislature will be unjust to any railroad. It is the duty of every man in New Jersey, who has a particle of manhood, to say to the Camden and Amboy Railroad Company: "Let us see how you stand and what you are doing." A refusal to answer should be taken as a confession of judgment against the company. This is the issue to make and if pertinaciously adhered to, will triumphantly carry the State against this odious monopoly.

* We assume the *net* earnings of 1860, were reserved to meet contingencies, as in 1849.

SUMMARY OF REPORTS OF DELAWARE & RARITAN CANAL AND CAMDEN & AMBOY RAILROAD COMPANIES, from 1849 to 1859 inclusive.

Year.	Capital of Joint Companies.	Funded Debt of Joint Companies.	Construction Accounts. Cost of Road and Equipment.	Cost of Canal and Equipment.	Total charged to Construction.	RECEIPTS "Gross" of Railroad.	Additional in Reports.	of Canal.	Total of Joint Companies.	EXPENDITURES of Road.	of Canal.	Transit Duties of Both.	Interest on Funded Debt.	Total Deductions.	Net Income for Dividend.	Cash Dividends. P. ct.	Cash Dividends. Amount.	Apparent Annual Surplus or Deficiency.
1849..	$3,000,000	$4,128,476	*$3,800,000	*$3,000,000	*$6,800,000	$999,205	* $2,000	$250,030	$1,251,055	$635,818	$118,322	$57,386	*$228,749	$1,039,769	$211,286	11	$330,000	— 118,714
1850..	3,000,000	*4,500,000	* 4,000,000	* 3,000,000	* 7,000,000	1,111,693	.....	255,386	1,367,081	748,391	120,339	75,546	* 251,040	1,195,316	171,765	10	300,000	— 128,235
1851..	3,000,000	*4,493,000	* 4,250,000	* 3,000,000	* 7,250,000	1,265,404	.....	265,574	1,570,978	767,356	102,910	74,598	* 277,620	1,222,486	348,492	15	450,000	— 101,508
1852..	3,000,000	6,118,000	4,327,489	3,040,506	7,368,005	1,388,386	.....	376,605	1,764,991	909,572	108,203	84,731	* 348,120	1,451,026	313,965	10	300,000	+ 18,965
1853..	3,000,000	7,818,000	4,523,510	3,623,053	8,146,563	1,744,207	.....	382,248	2,126,455	1,146,478	121,497	98,405	* 450,120	1,816,495	310,960	12	a 360,000	— 49,040
1854..	3,000,000	7,898,000	4,763,165	3,707,916	8,471,101	1,682,486	.....	474,940	2,157,426	1,130,457	127,718	105,211	* 454,920	1,818,306	339,120	12	360,000	— 20,880
1855..	3,000,000	8,110,000	4,877,981	3,758,542	8,636,523	1,501,788	.....	516,940	2,017,728	870,556	138,638	100,789	* 469,640	1,579,625	438,103	12	360,000	+ 78,103
1856..	3,000,000	8,155,000	4,950,592	3,843,504	8,794,096	1,589,769	51,018	511,831	2,152,118	986,716	134,686	107,864	472,486	1,701,252	450,866	6	180,000	+ 270,866
1857..	3,798,400	8,286,000	5,563,580	3,863,906	9,427,486	1,598,125	18,178	484,982	2,096,285	880,131	196,080	102,423	* 478,200	1,655,834	440,451	7	b 265,888	+ 174,563
1858..	3,798,400	8,543,000	5,576,795	3,909,076	9,485,871	1,584,894	55,434	454,109	2,094,437	814,626	174,065	103,055	* 498,620	1,585,366	509,071	8	303,872	+ 205,199
1859..	3,798,400	8,535,000	5,709,637	3,923,394	9,633,031	1,802,590	98,606	492,198	2,378,493	891,337	157,069	111,427	* 498,140	1,652,973	725,420	12	360,000	+ 365,420
Incr. in 10 y'rs	$798,400	$4,406,524	$1,909,637	$923,394	$2,833,031	$16,288,367	$205,236	$4,483,345	$20,976,947	$9,780,332	$1,498,529	$1,020,934	$4,417,655	$16,717,448	$4,259,499	..	$3,665,568	

* Items preceded by a star estimated. a An extra Dividend this year of 12 per cent. in Bonds. b An extra Dividend this year of 20 per cent. in Stock.

Cincinnati and Cumberland Gap Railroad.

A. G. Grower, Esq., engineer of the Lexington and Southern Kentucky Railroad Company, who was selected by the Southern Railroad Committee to collect information in relation to the various proposed routes, and the general topography of the country to be traversed, has performed this duty in a most satisfactory manner, and is now ready to report to the Committee. At an informal meeting of the Committee with Mr. Grower, on Saturday, we had an opportunity of inspecting a large and valuable map prepared under his direction, and embodying the information desired by the Committee. The map is 54 by 80 inches, and embraces the entire States of Kentucky and Tennessee, and parts of the adjoining States of Ohio, Virginia, North and South Carolinas, Georgia, Alabama, Mississippi, drawn to a scale of six miles to an inch. It contains the surveys and topography of the lines run by the several parties who having heretofore explored the country, with the view to the construction of railways, as follows: 1st, the route by Maj. McNiel, styled the old Charleston survey, from Lexington Ky., to Charleston, S. C. via Knoxville, Tenn.; 2d. a route surveyed in 1854, under the direction of M. B. Prichard, Esq., from Knoxville, Tenn., to Danville, Ky.; 3d, a route surveyed in 1852 and 1853, under direction of A. G. Grower, Esq., as a Southern continuation of the Kentucky Central Railroad; 4th, a route surveyed under the direction of Capt. Childs, from Nashville, Tenn., to Danville, Ky. The map also exhibits the various completed and proposed connections with Memphis, Chattanooga, and the systems of the different States lying north of Tennessee. We look upon the data now in the possession of the Committee as demonstrating the feasibility of the plan originally advocated by us—viz: a Great Southern trunk line to Chattanooga, with branches to Knoxville, Nashville and Memphis. Notwithstanding the present unpropitious condition of the political atmosphere, we hope to yet live to see the consummation of this most important work. With that once accomplished, the Kentucky Central Railroad becomes of more importance to Cincinnati than the united value of all the railway facilities she now possesses. Had this city and Southern interest united years ago in prosecuting this scheme to completion, a bond of *Union* would have been established which the schemes of demagogues could not have shaken—*Cincinnati Commercial.*

The Cincinnati Committee having this subject in charge speak in high terms of the manner in which Mr. Grower has performed his duties, and passed in his favor the following complimentary resolution.

Resolved, That the thanks of this Committee be tended to A. G. Grower, Esq., for his valuable services in procuring information and superintending the making of maps, &c., for the use of the Committee.

The construction of this proposed work, with peaceable times, would, we have no doubt be immediately commenced. It would prove an invaluable auxiliary to the trade of Cincinnati, and would do more for Kentucky than any work which could engage her attention.

Springfield, Mount Vernon and Pittsburg Railroad.

The road-bed, right of way and real estate of this company, extending from Springfield to Delaware, including the tools, machinery, shops and rolling stock, were sold at Sheriff's sale on the 29th ult. Frederick A. Lane, of this city, was the purchaser of the entire property for the first mortgage bondholders, at $100,000.

Toledo, Logansport and Burlington R. R.

Mr. Henry B. Plant has been appoined Superintendent, and Mr. J. V. H. Lott, Treasurer and General Freight and Ticket Agent of this road.

Illinois Central Railroad.

The sales of land by this Company in January were larger than in the same month of any previous year. The sales made are in small tracts, averaging less than 70 acres to each settler. Quite a colony of Germans have made purchases and the company have advices from Sweden of a party making up for a settlement on the company's lands, in the central part of the State, this Spring. The sales in January amount to $181,635 91, and the cash collected $72,273 44, Last year the sales in January were $39,386 81, and the cash collected $50,054 22.

The Erie Railway Company.

The annexed circular has been issued by the Trustees of the Erie Railroad, by which it will be seen that all parties who do not come into the new arrangement before the 29th of July next will be entirely cut off.

To the stockholders and unsecured and judgment creditors of the New York and Erie Railroad Co:

The entire property and franchises of this company were to day sold, on a judgment for foreclosure on the fifth mortgage, and were purchased by the undersigned, as Trustees for all the unsecured and judgment creditors and stockholders of the company. The contract creating us Trustees for that purpose was dated Oct. 22, 1859, and has been already executed, and the securities surrendered, by

Unsecured and judgment creditors, to the amount of..... $4,426,000
Stockholders, to the amount of 7,000,000

We are, by the terms of our bid, to pay for the possession of the road the whole amount of mortgage interest that is found to be in arrear when we make the payment, and we have the right to do this at any time before the 31st of December next, and must do it on that day, if not done before. We cannot state what that amount will be, because it is liable to be reduced by the application of a part of the net earnings of the road between now and then to its payment.

All unsecured creditors and stockholders becoming parties to the contract are liable to be assessed as follows:

1. One-eighth of one per cent. for expenses of the trust, payable absolutely when the new shares are issued, and not reimbursable.

2. A *pro rata* assessment of the amount necessary to be paid to the reference in order to complete the purchase payable at the same time, and reimbursable with interest, out of the first net earnings of the road. What this amount will be we cannot say: nor can we say whether the Directors of the Company, to whom we shall submit the question, will advise to make an assessment, or whether they will prefer to make a loan for the required amount.

We have obtained from the State of New York an act of incorporation of the stockholders and unsecured creditors of the Company, under the name of the Erie Railway, which will be organized as soon as circumstances permit. All such creditors and stockholders as surrender their bonds, debts, or certificates into the Trust, and pay the assessments levied, will become entitled to receive certificates of stock in said Erie Railway Company on its organization, as follows:

Holders of bonds of 1862, for the principal of their bonds and interest up to July 1, 1861, in preferred stock, bearing interest at the rate of 7 per cent. per annum when earned in the current year.

Holders of bonds of 1875, for the principal of their bonds and interest up to August 1, 1861, in like preferred stock.

Holders of bonds of 1871, for the principal of their bonds and interest up to August 1, 1861, in like preferred stock.

Holders of judgments against the company, for the amount of their judgment, with interest to January 28, 1861, the day of the sale, in such preferred stock.

Holders of other debts of the company, for the amount of their respective debts and interest to January 28, 1861, if the same bear interest, in like preferred stock.

The holders of the stock of the New York and Erie Railroad Company will be entitled to receive an amount of common stock in the Erie Railway Company equal to the amount of their present stock. Parties who do not come in before July 29, 1861, will be entirely cut off. We cannot say how long the books of the old company will be kept open, nor when the books of the new one will be opened. Due notice of this will be given. Meanwhile, we request all persons, wishing to become parties to the new company, to bring in their securities, as, in order to organize the new company, it is necessary to know the whole amount of the unsecured debt of the old company.

DUDLEY S. GREGORY,
J. C. BANCROFT DAVIS,
New York, Jan. 28, 1861. Trustees.

The Proposed Extension of the Baltimore and Ohio Railroad Across the Potomac.

John W. Garrett, Esq., President of the Baltimore and Ohio Railroad Company, has addressed a printed letter to the Chairman of the House Committee, in reference to a bill to authorize the Baltimore and Ohio Railroad Company to extend the Washington Branch of their road to the Potomac river and across the same, for the purpose of connecting with Southern railroads, and which, originally reported to the Senate, passed that body in an amended form on the 21st of December, and is now to be considered by the House.

Mr. Garrett expresses the willingness of the Company which he directs to engage in the work of completing so necessary a link in the great chain of railways connecting the North and South, if the original grant should be awarded it, but adds that his company, which is interested to the extent of only forty miles in the route, does not regard the grant as a boon, but rather in the light of a great public convenience, and it is unwilling, therefore, to accept it with the imposition of burdens in the shape of taxes upon its property within the District, or restrictions as to the character of the bridge to be constructed over the Potomac. The reputation of the Baltimore and Ohio Railroad Company should guarantee, he says that the work will be built in accordance with the best approved theories of engineering. Nor will the Company accept an act to be modified at the pleasure of Congress, which is a peculiarity of the amended bill.

Another objection to the original bill is thus alluded to and disposed of:

This company is aware that complaint has been made in the progress of the discussion upon this question, of the undue benefit accruing to the State of Maryland from travel on the Washington branch, by reason of the capitation tax imposed by Maryland upon travel on the road. This company certainly does not desire the continuance of the tax. It certainly operates with more severity upon the Baltimore and Ohio Railroad Company than upon the District of Columbia, which supplies a comparatively small amount of the travel to and from Washington.

But, although not in any way responsible for the legislation which the State of Maryland may have seen proper to adopt in relation to this subject, the company cannot forbear to say that the District of Columbia has no reason to complain of the State of Maryland. The whole tax derived by the State from passenger travel to and from Washington is but about $75,000 a year, while it has invested $7,136,000 in the Chesapeake and Ohio Canal; has lost an interest upon this investment the sum of $7,500,000, in all $14,636,000. and now every year experiences a further deficit of $428,000. And this expenditure has principally inured to the benefit of the District cities.—*Baltimore American.*

East Pennsylvania Railroad.

This company was chartered on the 9th of June, 1856. The construction of the road was commenced on the 11th of June, 1857; and completed on the 11th May, 1859. The road is 35 miles in length, extending from Reading to Allentown, at which point it forms a connection with the Lehigh Valley Railroad, and through that road, at Easton, with the Central Railroad of New Jersey. The East Pennsylvania Railroad is therefore a portion of a through line between Harrisburg and New York. The distances are: Harrisburg to Reading, via Lebanon Valley Railroad, 54 miles; Reading to Allentown, via East Pennsylvania Railroad, 35 miles; Allentown to Phillipsburg, opposite Easton, via Lehigh Valley Railroad, 16 miles; Phillipsburg, or Easton, to New York, via Central Railroad of New Jersey, 75 miles—the total distance via this route from Harrisburg to New York being 180 miles.

The annual meeting of the East Pennsylvania Railroad Company was held at their office in Reading, on the 14th ult., at which the annual report was read. From this we learn that the total earnings for the fiscal year ending November 30, 1860, were:

From passengers.....	$31,480 74
" freight	64,154 07
" mails, express, etc.....	3,239 38
Total	$98,874 19
Expenses for same time.....	50,362 23
Leaving net earnings	$48,511 96
Interest on funded debt	42,000 00
Leaving a balance of.....	$6,511 96

The funded debt of the company amounts to $600,000, and consists of first mortgage coupon bonds, bearing 7 per cent. interest, dated March 15, 1858, and payable, the principal March 1, 1888, and the interest semi-annually, 1st March and 1st September in New York and Reading. The sum of $15,000 is to be annually set apart for the purchase and cancellation of these bonds.

The cost of the road and equipment todate eq[illegible] of the report was $1,098,602 78. The report says:

To place the company in an independent position, clear of debt, and the road properly equipped, it will require about $100,000 over and above all the present resources. This will have to be raised by a second mortgage, or sale of stock. If by stock, then the stockholders will have to vote an increase of the capital which is now $500,000, and all disposed of except 185 shares.

The Temple Branch, connecting this road at Temple Station with the Reading Railroad at Tuckerton, is finished, and the amount expended for this purpose up to Nov. 30th, was $10,644 57. The whole cost of this Branch, including land damages, will not exceed $15,000. This branch was built to answer the purposes of the Allentown and Auburn road advocated at one time, with so much earnestness by the friends of that unfortunate project in Schuylkill county. As the people of that great coal region have now got, by the construction of this branch, all that could have been expected from the Allentown and Auburn Road, it is supposed that no one will ever be so foolish as to expend one dollar towards its completion.

During the year $51,990 69 were expended for locomotives and cars, in addition to the $40,816 62 previously laid out for this purpose; making the whole cost of rolling stock now on the road $92,807 81.

In March last the line was opened for the stock trade of the West, and on the 9th of the same

month, the first train of live stock passed over the road from Pittsburg and points beyond to New York. Since then and up to the 30th of Nov. last, 1,393 car loads, or about 13,854 tons of live stock have passed over the road.

With the exception of the stock business the company has been obliged to depend exclusively upon the local trade, and whilst this, at all times, is the safest, yet it is always very slow and tardy in developing, and hence, very discouraging to stockholders.

The iron ore trade is destined to be the great business of the road, and but for the effect of the unfortunate political troubles, causing many of the furnaces to blow out, the income from this source, for the past year would have been much greater.

During the year depots were built for the accommodation of passengers and freight at Allentown, Emaus and Bowers.

The road is in good condition, and nothing has been spared to keep the track and machinery in first rate order. The entire freedom from accident, from the beginning, speaks well for this policy, and at the same time reflects great credit upon the Superintendent, and all the officers and employees of the company.

The officers and directors for the ensuing year are:

President—Edward M. Clymer.

Directors—Edward K. Alburtis, Benj. Williamson, George W. McLean, Horatio Trexler, Edward Brooke, William H. Clymer, Charles H. Hunter, William H. Hiester.

Superintendent—L. C. Voorhees.

Treasurer—J. N. H. Fisher.

Virginia and Tennessee Railroad.

The nineteenth annual meeting of this Company was held at the hall of their depot in Lynchburg, Va., on the 12th of September last, at which the report of the directors and officers for the fiscal year ending June 30, 1860, was presented. From this we learn that the receipts from operations of the road, etc., during the year were:

From passengers	$346,329 73
" freight	336,942 67
" express freight	15,006 70
" mails	41,000 02
" rents	1,207 76
	$740,486 88

And the running expenses were:

Repairs of road	$102,520 05	
" bridges	8,675 91	
" locomotives	44,404 98	
" cars	86,209 53	
" buildings, etc.	8,748 93	
Train expenses	74,672 29	
Fuel	41,436 27	
Oil and waste	10,721 78	
Depot expenses	37,897 54	
Taxes	11,289 17	
Salaries	11,880 00	
Office expenses, insurance, etc.	5,072 89	
		392,523 34
Leaving a net balance of		$347,957 54

—or 46.99 per cent.

The receipts exceed those of the preceding year	$67,592 37
While the expenses have been reduced	1,606 10
Making the increase in net earnings	$69,198 47

Of the above increase in receipts, $12,976 56 was from freight; $49,070 from passengers; and $4,565.49 from express freights—the net gain being about five per cent. upon the cost of the road.

The net earnings after paying the annual interest upon the funded debt, leaves an equivalent to 4.84 per cent. on the capital stock of the Company.

There were transported over the Salt Works Branch, 12,329 tons of salt, plaster, etc., yielding $9,639 45. The same articles transported over the Main Stem to and from the Salt Works Branch, yielded $15,188 03—making a total of $24,817 48. These earnings are embraced in the preceding statement. The cost of maintaining and operating the branch during the year, exclusive of $14,967 04, the interest on its cost, amounted to $7,750.

The number of tons carried west amounted to 26,753; do., carried east, 41,263—making the total tonnage 68,016; being an increase of 8,862 tons over the previous year. The total number of tons transported one mile was 7,193,499. The tonnage per mile of road was 318½.

The number of passengers carried west was 56,742; do. carried east, 52,647—making a total of 109,389; of these, 32,166 were through, and 77,223 way passengers. The increase in passengers over the previous year was 13,226—of which, 3,449 was from through and 9,777 way passengers. The whole number carried one mile was 10,393,309. The number of passengers per mile of road was 512.

The Company have 39 locomotives, 15 of which are suitable for passenger service, 15 for freight, and the balance for light service; 18 first and 9 second class passenger cars, 14 mail and baggage cars, 285 freight and cattle cars, and 75 platform cars, with a full supply of hand, dirt and pole cars. There were purchased two first class and two second class passenger cars, one mail and baggage car and 30 freight cars. In addition to which a number of passenger and freight cars were built in the company shops.

The number of miles run by engines was 480,193. The mileage of passenger cars was 592,536; of mail and baggage cars 502,368; and of freight cars, 1,340,570.

The extraordinary expenses during the year, and which are not included in the running expenses, are for new engines, cars, buildings and telegraph, and amount to $82,751 32.

The value of the rolling stock, machinery, shop and road tools was $618,200; and of materials on hand $120,454 20.

The number of miles of road in operation is 213½. The receipts per mile of road were $3,468; the expenses, $1,838, and the net receipts, $1,630.

The receipts of the Company from all sources during the year, including $104,812 17 on hand at its commencement, were	$1,100,405 54
And the disbursements	1,022,226 62
Leaving as cash on hand	$78,178 92

The receipts from all sources from the organization of the Company were	$9,661,313 11
And the disbursements	9,583,134 19
	$78,178 92

The president, in his report, says:

Your main connections, both East and West, are now, with one exception, completed, and that one so nearly so as to be entirely available for passengers, and with a slight inconvenience for freight also.

One of the greatest difficulties has been the want of proper steam facilities from the junction of the Rails with tide-water to the Northern cities.

Reliable arrangements are now made from Norfolk, City Point, Richmond and Alexandria with side-wheel steamers and propellers, and in a short time a very desirable and important connection may also be made from York river.

It was not until after the close of the last fiscal year that a complete system of through arrangements have been arranged and agreed on, so as to admit of your competing successfully with the Northern and Southern routes for the tonnage of the West and Southwest.

All the parties in interest, with the exception of one, have fully agreed. Only a few details of a local character remain to be arranged so as to put it at once into successful operation.

During the progress of these arrangements the competition between the several main Northern lines running out from New York were so active and determined as to result (to them) in extreme low rates, and the consequence was that this route had to take lower figures than was desirable.—Nevertheless, it was deemed best to organize upon them and when the system was once inaugurated a change of rates could, when practicable, be easily effected upon the principles agreed on upon terms of equality. The directness of this route, of course, gives to it a shorter distance, and consequently, the aggregate rate common to all the routes would give to each line on this a larger *pro rata*.—Fortunately, however, while the through arrangements were being effected on this route, the competing routes referred to, met in convention for the purpose of establishing higher rates, and after agreeing upon general principles of operating, adjourned to meet in September to complete the agreement. The four lines referred to are desirous as your Board are informed, of a union of action with this route, upon a basis of a common aggregate between competing points, fixed at remunerative rates, giving the shipper a choice of routes, and each route to rely upon its natural advantages and facilities afforded.—This is what has been most desired by this route, and it is to be hoped that a full representation will be in attendance. An arrangement of this sort will doubtless inure to the benefit of all. The products of Tennessee and such other portions of the South and Southwest as may be diverted this way, as the import tonnage to these sections, form an important element of business for your road, a large portion of which may be moved with but very little, if any, addition to the organization and appointments necessary to be kept up for the local movements, and which cannot at all times give regular and full employment. Besides a current of traffic flowing along a line, directs attention to it and diffuses benefit generally, by inviting emigration and increasing the local traffic; thus stimulating productions, and thereby enhancing the value of property along the line. It is very apparently most essential, for of whatever may be the local capacity of the country through which your line runs, (and certainly with the proper appliances it is immense) nevertheless the developments so far has not afforded the means of full employment of a road of the capacity of yours, and cannot without the proper stimulant, which in a great measure you have under control, and the use of which would be of mutual benefit,

Your road occupies a position in the general system of improvements, which enables you to make it a trunk to an immense business; having at Lynchburg three lines of improvements delivering to it their entire travel and tonnage, and connecting at Cleveland, in Tennessee, there are various lines in operation and in progress of construction, bringing to it the business of a vast extent of country in Tennessee and part of Mississippi, Alabama and Georgia; whilst other connections in progress of construction more eastwardly, will when completed, add the travel of a large portion of Kentucky. Nevertheless, such is the relative position and direction of contending routes as to render great exertion on your part necessary to secure and retain these important advantages, and avoid being confined to comparatively local business. The result of a successful diversion of this distant and important trade (both

in character and amount) to the waters of the Chesapeake, would soon be a shipment thence direct to foreign markets instead of by the Northern cities, and the *angle of transit* which you now have to encounter would be avoided, and thus a control would be secured which could scarcely be counteracted.

General Ledger Balance.

RECEIPTS.

Share capital paid by State.....	$2,270,525 00
" " " " Individuals..	1,182,288 32
State seven per cent. Loan.....	1,000,000 00
Mortgage bonds.....	1,523,500 01
Income bonds.....	448,500 00
Salt Works Branch bonds.....	203,000 00
Received from temporary loans....	168,236 68
Bills and accounts payable.....	542,483 21
Other items.....	147,332 35
Receipts from earnings from opening of the road.....	2,752,495 76
	$10,233,271 32

DISBURSEMENTS.

Cost of road and equipment.....	$6,583,284 62
" Salt Works and other branches	244,450 75
Interest, insurance, etc. etc.....	572.011 09
Telegraph line.....	4,165 20
New iron.....	26,923 36
Paid State on account of interest....	147,969 68
" " " " " Loan.....	60,525 00
" Coupons.....	543,667 24
" Salt Works bonds.....	156,000 00
" Dividends on referred stock...	19,670 21
" Expenses running road.....	675,191 72
" " Repairing road.....	911,282 95
Assets on hand.....	283,129 50
Total.....	$10,233,271 32

The officers of the Company for the ensuing year are:

President—ROBERT L. OWEN.
Superintendent—E. H. GILL.
Treasurer—F. G. MORRISON.
Auditor—CHARLES W. CHRISTIAN.
Secretary—WM. H. HUGHES.
Resident Engineer—JAMES H. BUFORD.
Master Mechanics—G. PETERMAN and R. H. ANDERSON.

FOR SALE

1,500 TON, first quality English Rail, 52 lbs. to the lineal yard. The Iron will be sold in bond, or duty paid, at option of purchaser.

January 15th, 1861.

GEO. T. M. DAVIS,
47 Exchange Place.
6t3

FOR SALE

250 TON, 54 in. Rail, lying at Chicago, Illinois. Apply to

GEO. T. M. DAVIS,
47 Exchange Place.

January 15th, 1861. 6t3

DUBUQUE & SIOUX CITY R. R. CO.
ELECTION NOTICE.

THE first election of directors of said company will be held at their office in Dubuque, Iowa, on Monday the 11th of February, 1861. The stock-books will be closed on the evening of 31st of January, until after the election.

4t2 JAMES M. M'KINLAY, Secretary.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE, Albany, Jan. 19th, 1861.

THE Transfer Books of this Company will be closed at the close of business on Thursday, the thirty-first day of January instant, and will be re-opened on the morning of Friday, the twenty-second day of February next.

GILBERT L. WILSON,
4t4 Treasurer.

HUFTY'S
ENGINEERS, ARCHITECTS AND DRAFTSMEN'S
STATIONERY EMPORIUM.

WHATMAN'S TURKEY MILL DRAWING PAPER, Tracing Paper, Plan and Profile, Protractors, Drawing Pins, Faber's, Jackson's, and other makers' Pencils; Field, Level and Memorandum Books of various patterns, Mathematical Instruments, Tape-lines, Mouth Glue, Cross Section paper, Triangles, Label Brushes, Gum Bands, Malden Gum, Red Tape, Ink, Inkstands and Sand, Water Colors, Pallets, Patent Binders for letters, Portfolios, etc.,

TOGETHER WITH A GENERAL ASSORTMENT OF

Stationery and Blank Books.

All goods packed with care, and forwarded to any part of the United States.

HUFTY,
407 Chestnut st., Philadelphia.

SUCCESSOR TO F. M. RAY.

D. S. SINCLAIR, Agent,
106 BROADWAY, NEW YORK.

INDIA RUBBER GOODS.
GUTTA PERCHA GOODS.
SWAN'S & BAILEY'S CAR SEATS.
AGENT FOR DR. WINTER'S
Metallic Paint for Railroad Cars, etc.

LILLIE'S
Chilled and Wrought Iron
SAFES.



OVER 40 of these Safes are now in use in New York City Banks; while 235 Bank Safes have been sold within two years to the different Banks throughout the Union.

Second hand Safes for sale, that have been taken in exchange for LILLIE'S Chilled and Wrought Iron Safes.

HOWE'S
IMPROVED STANDARD
SCALES,
STRONG & ROSS PATENT,



REQUIRE no Pit. Have no Check Rods. Will weigh when out of Level. Receive all friction and wear on BALLS instead of knife edges, as in other scales. No jarring of the platform affects the working of the Scale.

Every Scale warranted to give entire satisfaction or taken back.

FRANK E. HOWE,
203 Broadway, 1st block below Astor House, New York.

EDWIN J. HORNER,
SUCCESSOR TO
McDANEL & HORNER,



LOCOMOTIVE AND RAILROAD
CAR SPRING
MANUFACTURER,
WILMINGTON, DELAWARE.

STEAM PUMPS,
WORTHINGTON'S PATENT,

SPECIALLY adapted for supplying railroad stations, and as stationary or portable fire engines for protecting Depots, Car Houses and Machine Shops. **A Pump of entirely new principle,** recently patented, is offered to Railroad Engineers as the only independent feed pump suitable for Locomotives. Also, simple, accurate and reliable **Water Meters,** for measuring water supplied to boilers and tanks, also for measuring oil.

Percussion Water Gauges, superior to glass gauges or gauge cocks, and infallible in giving the correct level of water.

H. R. WORTHINGTON,
28 Broadway N. Y.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

OILS! OILS!
ROOT, RUST & CLARK,
No. 215 Pearl Street,
NEW YORK,
MANUFACTURERS AND DEALERS IN
SPERM, ELEPHANT & WHALE OIL.
ALSO, IMPORTERS OF
RAPESEED OIL,
(*Best known substitute for sperm as a lubricator*).

HAVING become largely identified with Railroads, Machine Shops, etc., we are enabled to furnish oils particularly adapted to their use, at the **very lowest price.**

Your orders are solicited.

Machinists' Lubricating
OIL COMPANY,
No. 68 Courtlandt and 172 Washington Sts,
NEW YORK,
ALEXANDER POPE, Treasurer.
MANUFACTURERS OF
WHITE METALLIC OIL,
AND DEALERS IN
SPERM, LARD, WHALE, AND OTHER OILS.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

J. MURRAY, JR.,
ARCHITECT & BUILDER,
No. 3 CEDAR STREET,
(Near Pearl), NEW YORK.
STORES AND OFFICES FITTED UP.

ANALYTICAL AND
Manufacturing Chemistry,
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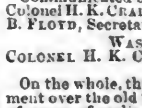
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HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, February 16, 1861.

Illinois Central Railroad.

We give elsewhere the statement of this Company for the month of January, 1861, by which it will be seen that the gross earnings were $320,-024 17. These are the largest earnings ever made in a single month by this road. In January of last year they were $185,257 00, showing a gain of $134,767 17. This certainly is a most astonishing increase, and foreshadows what this great line will accomplish when the vast fertile country through which it passes becomes as populous and as well cultivated as the counties along the line of the Galena road. We learn that the earnings of the past show an increase over those of the previous year of sixty-seven per cent.. while the expense account has increased only ten per cent. This certainly is the highest possible compliment to the present managera of the oad.

There were forwarded over this road in January. 70,000 tons of freight. Among the prominent articles were: 147,062 bushels of wheat, 1,131,-630, bushels of corn, 133,945 bushels of oats, 28,892 barrels of flower, 2,634 barrels of whiskey, 12,232 barrels of pork, 1,841 barrels of lark, 1,234 tons of hay, 703 barrels of sugar, 3,189 hogsheads of sugar, 2,417 barrels of molasses, 3,787,590 pounds of dressed pork, 2,229 head of cattle, 13,-578 live hogs.

Central Railroad of New Jersey.

We have received an advance copy of the 14th annual report of this company for the fiscal year ending December 31, 1860. The earnings during that time were:

From passengers		$206,280 63
" merchandise		362,482 10
" coal		597,323 99
" mail, express, rents, etc.		19,761 14
		$1,185,847 86

And the expenses were:

Running expenses	$117,375 84	
Wood consumed	79,489 87	
Coal "	32,977 13	
Repairs of road	74,276 29	
" engines	35,628 51	
" cars	20,774 98	
" bridges, buildings, etc...	27,474 22	
Expense account	24,528 42	
Miscellaneous expenses,	11,806 13	
Ferry expenses	51,125 07	
		475,456 46
Leaving balance net earnings		$710,391 40

Disbursed as follows, viz:

Interest on bonds	$192,036 69	
Taxes to State	24,502 07	
Dividends, 10 per cent...	361,460 00	
		577,998 76
Balance, equal to 8½ per cent. on stock, carried to renewal fund		$132,392 64

This renewal fund has been debited as follows:

Expenditures of year on new track, new buildings, tools and other property charged off to cover depreciation in these acc'ts,	$22,840 38	
Expenditures of year on construction balanced by an equal amount of discount on second Mortgage Bonds withdrawn from construction	17,378 21	
		40,218 59
Balance to credit of renewal fund.		$92,174 05

A comparison of the gross earnings of the past with those of the previous year show an increase of $214,145 72
With an increase in expenses of..... 89,740 38

Making the increase in net earnings . $124,405 84

The receipts, expenses and net earnings have each increased about 22 per cent. The earnings from all sources show an advance—the passenger receipts, $19,053 31, or 10 per cent. The freight receipts, $25,847 64, or 8 per cent. The coal receipts, $164,901 67, or 15 per cent.

Of the increase in expenses, nearly one-half of the gross, or $43,169 42 is for repairs of road, equipment, etc. The increase in running expenses is $27,653 05; in consumption of fuel, $16,-134 30; and in general expenses, $3,261 87.

The following table, compiled from the annual reports to the Legislature, shows a gradual reduction in expenses, in eight years, from 57 per cent. of the gross receipts to 40 per cent., and a consequent increase in net earnings from 43 per cent. of the receipts to 60 per cent.

	Receipts.	Expenses.	Net Earnings.
1853..	$349,018	$197,629	$151,389, or 43 p. c.
1854..	378,145	197,349	180,796, or 48 "
1855..	393,729	208,856	184,873, or 47 "
1856..	553,479	258,308	295,171, or 53 "
1857..	682,314	340,502	341,812, or 51 "
1858..	836,934	345,614	491,320, or 58 "
1859..	971,702	385,716	585,986, or 61 "
1860..	1,185,848	475,457	710,391, or 60 "
Total.	$5,351,169	$2,409,431	$2,941,738, or 55 p. c.

Another table, giving a division of the working expenses among the three great leading classes of business, shows the following result:

Passenger expenses	$120,726 88
Merchandise "	156,149 67
Coal "	198,580 01
Total expenses as given above	$475,456 46

—from which it appears that the cost of operating the passenger trains has been 54½ per cent. of the gross receipts of merchandise trains, 43 per cent.; and of coal trains 33¼ per cent.

The report says:

As the number of passengers is yet small for the number of trains run, and as a considerable increase may reasonably be expected, it is probable that the per centage of cost of this branch of the transportation will be reduced. This will not hold good for merchandise, as the trains now carry full loads. The coal per centage shows much more favorably than either of the other classes; but it must be recollected that the Company own no cars, and the car-hire paid is deducted from the receipts; also, that wharves, station grounds, and tracks for the Scranton coal are furnished by the Delaware, Lackawanna and Western Railroad

Company, and allowance made for the same in the price of transportation. The result of the third is thus brought much nearer to a net return.

The average of the whole is 40 per cent., which for ordinary expenses is as high as those of any dividend-paying freight road ought to be. Depreciation, renewals, and extraordinary expenses, call for large sums annually, and in a series of years will require all that can be spared from net earnings after giving a fair return on the capital invested. If made with care, such tables annually furnished by our principal railroad companies, would supply the means of estimating the cost at which business could be transacted, now often totally wanting, and prevent ruinous competition by showing when the cost price was reached. It would also throw much light on railroad management, and assist materially in the development of that economy which has been found, since 1857, to have more to do with the prosperity of a company than a mere increase in business. The success of this Company is owing far more to this than to the prices obtained; for, in fact, the latter are very low. The average rece'pts have been,—for passenger trains per mile run, $1 48; for merchandise trains, $2 73; for coal trains, $1 58. Every passenger has averaged a little over 2 cents per mile; merchandise less than 3½ cents per ton per mile; coal 1½ cents per ton per mile.

The number of passengers carried during the year was 429,288—an increase of 23,349 over the previous year. The number of miles traveled by passengers was 9,433,056—equal to 123,470 through passengers.

The number of tons of merchandise carried was 151,378—an increase of 6,021. The number of tons carried one mile was 6,908,368—equal to 92,112 through tons.

The iron tonnage was 55,355—an increase of 12,294. The number of tons of iron carried one mile was 3,525,356—equal to 55,958 through tons.

The number of tons of coal carried was 854,769—being an increase of 215,819. The number of tons carried one mile was 46,615,764—equal to 739,933 through tons of 2,240 lbs. between Easton and Elizabethport. The increase in Lackawanna coal was 135,182 tons, and in Lehigh coal 80,629 tons. The coal tonnage over the road since its transportation was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.	Increase. Tons.
1856....	98,670	33,325	131,995	.....
1857....	209,950	84,841	294,791	162,796
1858....	417,726	122,923	540,649	245,858
1859....	455,681	183,277	638,958	98,309
1860....	590,863	263,906	854,769	215,811
Total..	1,772,890	688,272	2,461,162	

The number of miles run by passenger trains has been 152,518; by merchandise trains, 133,763: by coal trains, 376,476; by wood or gravel trains, 33,010: total miles run, 695,767—being an increase over the previous year of 140,895 miles. In addition to which the passenger trains have run 40,152 miles on the New Jersey railroad, between Jersey City and Elizabeth, drawn by the engines of that company.

The company own 38 engines, of which 24 are wood burners, 6 are soft-coal burners, and 8 are hard-coal burners. Of these engines, 28 are narrow gauge and 10 are broad gauge. Their condition is reported to be, 30 in good order, 5 in fair order, 2 wanting general repairs, and 1 in the shop for a new fire-box. Six of these engines have been placed on the road during the year. One more broad gauge hard-coal burner was ordered and will soon to be delivered. With the present business, 30 are required for daily use.

The equipment of cars is as follows: 19 first class and 2 second class passenger cars, 7 baggage and small cars, 68 house freight cars, 18 covered cattle cars, 1 open cattle cars, 6 caboose cars, 42 four wheel gravel cars, 10 dirt cars, 103 platform freight cars; and 1 wrecking car. All the cars are in good working order, or are being made so. None have been bought during the year; but as most of the older cars have been rebuilt in the company's shops during the past four years, and larger and better cars substituted, the value each year has been more than maintained.

The capital stock has been increased $1,218,000, principally by the conversion of second mortgage bonds under the privilege which expired June 30th last. It will be observed that $900,000 only of those bonds were extinguished. A much larger amount would have been presented and cancelled, but it was deemed advisable for the company to consolidate all their indebtedness under the two mortgages, by availing themselves of the willingness of the holders of the income bonds, wharf loans, and six per cent. loans, to exchange them for second mortgage bonds, without the privilege of conversion and on an equitable adjustment of interest. Through the agency of large bondholders, the exchange was effected without the bonds coming into the Company's hands; the claims thus acquired were surrendered; and, by virtue of a resolution of the stockholders at their annual meeting, an equal amount of stock was issued in place thereof.

On the first mortgage bonds, which became due the first day of August, the holders were allowed to extend $400,000 ten years to August 1st, 1870. the remaining $100,000, not being presented within the time limited, were paid at maturity, so as to leave the bonded debt just $2,000,000.

While the stock has been increased $1,218,000, the debt has been reduced $1,245,000, showing a reduction in the two combined of $27,000.

The interest accrued, but not yet payable, on the bonds, at the close of the year, namely, five months on the first mortgage, and two months on the second mortgage, has been included in the year's interest, and appears for the first time in the balance sheet as a debt. This is an extra charge on the year's earnings.

CONDENSED BALANCE SHEET.

Construction—same as last report..	$4,480,896	79
Station houses, shops, etc.	131,800	00
Land and work at Elizabethport...	290,713	64
Ferry interest and boats.....	246,650	00
Equipment.....	489,500	00
Telegraph, docks, machinery, etc..	35,044	44
Material on hand.....	48,127	78
Fuel on hand.....	53,400	00
Cash and accounts receivable.....	119,959	20
	$5,896,091	85
Capital stock.....	$3,630,000	00
First mortgage bonds due 1865....	500,000	00
" " " 1870....	900,000	00
Second " " 1875....	600,000	00
Accounts payable.....	85,334	47
Dividend 2½ per cent. in January..	90,750	00
Interest on bonds accured not yet due	47,833	33
Renewal fund—balance to credit...	92,174	05
	$5,896,091	85

The company's office is at 69 Wall St., New York. The officers and directors for the ensuing year are:

President—JOHN T. JOHNSTON.

Directors—John T. Johnston, John C. Green, William E. Dodge, Adam Norrie, William S. Wetmore, Benjamin Williamson, John O. Sterns, F. T. Frelinghuysen, Henry D. Maxwell.

Sec. and Treasurer—SAMUEL KNOX.

Sup't and Engineer—JOHN O. STERNS.

Assistant Sup't—JOSIAH O. STEARNS.

The Bergen Tunnel.

This great work was formally opened on the 6th inst. It was commenced in June, 1856, by J. H Mall contractor and S. S. Post chief engineer. The work was suspended October, 1857, during the crisis, for want of funds. It was again resumed in March 1859, under auspices of the enterprising capitalist E. A. Stephens, John P. Cumming contractor, and J. P. Kirkwood chief engineer. In June, 1860, the work was transferred to A. B. Seymour contractor, and Col. J. W. Allen, Bordentown, chief engineer, and John Houston superintending engineer, under whose hands the work is being completed. This tunnel shortens the Erie Railroad about one mile, and opens upon unoccupied ground on the Hudson river, owned by the company called "Long Dock Company of New Jersey." It is designed to run a ferry from this depot to Chambers street, New York, and will be the terminus of the Erie Road for passengers and freight.

The tunnel runs under Bergen hill, and directly under Hudson city. The main street of the city is directly over the tunnel, a considerable distance. There were eight shafts sunk, averaging about eighty feet. It is cut through solid rock a distance of 4,800 feet, its height is 23 feet, and width 28 feet. There are 520 feet of arching where the rock was deemed insecure. The trap rock is very hard, and weighs from 175 to 190 pounds to the square foot. The average number of men employed daily was about 700! During the progress of the work fifty-seven persons were killed, from accidents in the tunnel. The stone taken out was run down an inclined plane, and deposted in the river, to make foundations for suitable buildings of the Company.

Pittsburg and Connellsville Railroad.

We perceive, by the Baltimore papers, that the committee of the city council of that city, to whom was referred the recent application of this company for funds to aid in the completion of their road from its present terminus, to a connection with the Baltimore and Ohio Railroad at Cumberland, Md., has reported adversely to the application. The Connellsville road, to which favorable reference was made in the recent report of the Baltimore and Ohio Railroad Company, is destined to be, when finished, one of the most prolific feeders to the Baltimore and Ohio road of any that now pour freight into her lap. It is now completed to within 91 miles of Cumberland. Along this 91 miles the road has been located and some $200,000 expended at the Summit Tunnel, thirty-three miles from Cumberland. This tunnel is the only heavy work upon the whole line. The tunnel is 4,650 feet long and is finished within 250 feet. It is estimated that $3,500,000 will complete and equip the road.

Railroads and Finances of Tennessee.

In a recent communication to the Legislature, the Tennessee Comptroller writes thus emphatically in regard to the future payment of the interest on *all* Tennessee Bonds advanced to the Railways, upon which the State holds a first and only lien of $10,000 per mile, whether the same have been issued direct or by indorsement:

"The Edgefield and Kentucky, and the Winchester and Alabama, two short railroads, unfinished in their connections or to their original terminl, have failed to meet their January interest. They are now in the hands of receivers appointed by the Governor, for the benefit of the State. Under section 1,106 of the Code, I drew upon the Treasury to pay the interest for each of them—for the first, including exchange, $23,180 15; and for the last, also including exchange, $13,359 90. I have also been notified that the January interest has not been met upon the $350,000 of Memphis City Bonds indorsed by the State for the benefit of the Memphis and Little Rock Railroad. I have directed the interest upon them to be paid in the City of New York, interest and exchange amounting to $10,605.

If all the railroads in the State fail to meet their July interest, it is not presumed the Treasury would have the means to meet it; but, if so improbable a contingency occur, the State would take charge of the roads, and I should draw, under section 1,106, upon the Treasury, and the Bank of Tennessee, without doubt, would furnish the money, trusting to the Legislature in October to protect it and the honor of the State. The interest due next July, upon $12,193,000 of bonds loaned to railroads, will be $365,790, if to this be added the interest due them upon the $2,364,000 of bonds endorsed by the State for railroads, the whole amount would be $436,710. I have heard no apprehensions expressed that the longer and finished roads would fail to meet their interest, but should they do so, I do not doubt the state would promptly pay it."

The balance in the treasury, January 22d, according to the Comptroller's report was $43,140 17; amount due from collectors, $208,672 46; from county, circuit and chancery court clerks, $6,826 09; and the revenue due and reported for collection $89,171 59—making a total of $347,810 21. To which should be added the profits of the Bank of Tennessee, amounting to $244,529 13. Of these profits, however, but $30,391 31 were paid into the treasury, the balance being withheld, the bank alleging that $153,832 66 were bad and doubtful debts, contracted under a former administration of the bank, and that $60,305 08 were due to the bank as a credit, according to the late President's report made to the Legislature, Oct. 3, 1859. Assuming, however, that the bank will for the present year pay its dividends into the Treasury, and that the Legislatnre will not suspend the prompt collection of the revenue, and that the balances due will be paid, the ordinary revenue to be collected ought to meet the existing and current expenses of the State.

Interest and Dividends.

The Pennsylvania Coal Company have declared a dividend of 3½ per cent., payable on the 16th inst.

The Peoria and Bureau Valley Railroad Company have declared a semi-annual dividend of 4 per cent.

The Naugatuck Railroad Company have declared a semi-annual dividend of four per cent. on the capital stock, payable on the 15th inst.

Interest coupons on the second mortgage bonds and bonds of 1861, of the New York and Harlem Railroad Company, due Feb. 1, are being paid at the office of the Treasurer, corner of 4th Av. and 26th street.

Sunbury and Erie Railroad.

At the annual meeting of the stockholders of the Sunbury and Erie Railroad, recently, a report of last year's operations was read. The Company is now asking legislative authority to issue $5,000,000 of bonds, which, it is estimated, will realize 80 per cent. of their face, or $4,000,000. Of this there will be required to redeem

the scrip issued	$582,800
The floating debt of the Company	585,289
Balances due contractors, &c	572,116
To complete the road, as per estimate of the chief engineer	1,510,000
Land damages and incidental expenses say	100,000
Leaving applicable to rolling stock	649,794
Total	$4,000,000

Of the ability of the road to earn from the day it is finished, more than the interest on the 7 per cent. mortgage for one million of dollars, and the proposed six per cent. mortgage of five millions of dollars, amounting together to $370,000 per annum, the report says, there cannot be the slightest doubt.

Easton and Hamilton Railroad.

The annual meeting of this Company was held at Eaton, O., on the 4th inst., at which the following Board of Directors were chosen:

David Barnett, Daniel Beckel, John Carlisle, Lurton Dunham, John W. Erwin, Hugh M. Starr, Joseph Torrence, John C. Wright, Wm. Whiteside and Thos. H. Weasner. Some time since a committee of the stockholders, appointed to consult in regard to a capitalization scheme, recommended the appointment of a committee on the part of the stockholders, the bondholders and the floating debt creditors, to arrange a basis of capitallization. The meeting of stockholders, adopted the suggestion, and appointed, on their behalf, David Barnet, Joseph Torrence and John H. Hutton.

Illinois Central Railroad.

Mr. Arthur, the Superintendent, now shows from actual results that the ratio of net profits of working the Illinois Central is greatly increased upon large earnings. The January traffic, $326,862 80, was the largest ever earned by the road in a single month. The expenses were $132,092—less than forty-one per cent. The road carried one million five hundred and sixty-three thousand bushels of wheat, flour, corn and oats in January. Three-fourths of this grain was delivered at Cairo. The return freight is cotton, sugar and molasses.

Lehigh Navigation Coal Tonnage.

The coal shipped by the Lehigh Canal was distributed in these proportions:

	1860—tons.	1859—tons.
Passed into Del. Div. Canal	639,323	606,506
Passed over into Morris Canal at Easton	277,083	255,404
Deliv'd at way points on line	174,626	188,779
Total	1,091,082	1,050,689

Mahanoy and Broad Mountain Railroad.

The work upon this road, we understand is all under contract, and, on the heavier sections, the graduation is in vigorous progress on both sides of the Broad Mountain. It is the aim and purpose of the friends of this new outlet, to have it ready for opening for coal traffic, simultaneously with the completion of the East Mahanoy Tunnel, and the inauguration of that more northern route from the Mahanoy coal region.

☞R. F. Morley, Esq., the recent effecient Superintendent of the Alleghany Valley Railroad, has been elected President of the Company.

☞Under the new organization of the Kentucky Central Railroad, G. W. Fulton, Esq., has been elected Engineer and Superintendent of the road, to take effect on the 1st of March proximo.

Pennsylvania Railroad Company.

Office Pennsylvania R. R. Co.,
Philadelphia Feb. 4, 1861,

The Board of Directors, in conformity with the requirements of the charter, submit to the shareholders a statement of the affairs of the Company for the year 1860, accompanied by statements from the treasurer, comptroller and auditor, and the officers in immediate charge of the road and canals of the Company, which give in detail the operations of their respective departments.

It will be gratifying to the shareholders to learn that the increased cereal crops of the West and of our own State have not been without their influence upon the revenues of the Company. The monthly receipts have exhibited a continued excess over those of the previous year until December, when the derangement of the exchanges of the country, from political causes, seriously affected shipments both East and West, from the effects of which there has as yet been but a partial recovery. The interruptions to the flow of trade cannot but be regarded as temporary, to be followed by an increased traffic from the healthy demand that exists South and East for the produce of the West.

The following condensed statement exhibits the results of the operations of your road for the year 1860:

Earnings of the Company from the road:

From passengers	$1,453,992 77
" U. S. Mails	74,504 34
" expresses	75,120 00
" freights	4,191,783 97
" miscellaneous sources	137,300 40
	$5,932,701 48

Expenses of operating the road were:

Conducting transportation	$1,539,361 08	
Motive power	970,490 32	
Maintenance of road	783,163 81	
" cars	260,452 41	
General expenses	82,831 46	
		3,636,299 08
Net earnings of the road		$2,296,402 40

The number of additional trunk lines opened between the East and West, and the enlargement of those in existence during the past seven years, has given transportation capacity considerably in excess of the demands of the existing through traffic of the country. This has resulted in a severe competition between these rivals for the business of common points, which it has been found difficult to regulate upon principles that would insure to each its natural share of the traffic. Hence, rates of transportation have prevailed at times that have been unremunerative, and generally below what has heretofore been considered the minimum at which railway transportation could be maintained. Repeated efforts have been made by the contending parties to lessen the evils of this competition, and insure fair rates, and we feel gratified in that, though the object has not been fully accomplished, yet each successive meeting of the representatives of these interests has tended to diminish the difficulties that have surrounded the subject. One of these has been the vexed question of the proper difference to be allowed for transportation by rail and by water. A discrimination in rates in favor of the latter has been adopted by the trunk lines, which has been equally the subject of complaint upon the part of the Western steamboat and railroad interests This difference in favor of the steamboats was intended to cover insurance and their increased

time in delivery of freights. It is believed to act with as much justice to all interests as any general rule can be made to operate. If the Ohio river or lakes were at all times navigable, a different policy might be adopted.

The earnings of the road during 1859 were $5,362,355 21, showing an increase for the year past of $570,346 27. The increase of earnings from first class passengers is $27,818 64, and from the emigrants $5,261 70, giving an aggregate increase from passengers of $33,080 34. The total number carried during the year was 1,203,444, of which 1,191,613 were first class, and 11,831 emigrants, an increase in the former of 65,124, and of 1,070 in the latter. The mileage of passengers was 55,100,696 miles, or an average of 45.8 miles traveled by each passenger.

The freight earnings of the year exhibit an increase of $535,672 82 over those of 1859, the larger portion of which is due to the local business of the road, which increased 171,869 tons, while the addition to the through tonnage was but 42,147 tons.

The whole tonnage of the road during 1860 was 1,346,525 tons, exclusive of 124,597 tons of wood, coal, lumber and materials for the use of the Company, upon which no charge is made. Of this tonnage there was transported in the cars of the Company 296,885 tons of coal, and in the cars of individuals 226,838 tons, making the entire movement of coal 523,223 tons, an increase over 1859 of 101,598 tons.

The amount of coal delivered in Pittsburg during the year was 138,989 tons, being an additional delivery to that city of 38,687 tons, as compared with 1859.

The expenditures in the motive power department exceed those of last year $106,413 40, which is accounted for by the addition of four new locomotives, the increased mileage of trains (339,222 miles) over those of the past year, and the substitution of copper fire boxes, which experience has demonstrated to be more economical when the bituminous coal of the Pittsburg vein is used. The increased expenditure in conducting transportation has reached $206,320 08, the items of which are mainly such as are legitimately due to the increased business of the road.

To maintain the tracks in the most efficient condition the sum of $82,973 08 has been expended for iron rails, which, with the large renewal of cross-ties, labor on slides and washes caused by the heavy rains of last spring, have increased the maintenance of way expenses $112,063 62.

The maintenance of cars has been charged with the cost of building 25 new stock cars, to cover general depreciation of car equipment. The renewal of wheels and trucks of freight cars, owing to the active traffic on the road, has been unusually large. The increased expenditure under this head is $70,174 07 over that of 1859, while the value of the car stock has been materially improved.

The road superstructure exhibits an improved condition, and it is not anticipated that any extraordinary expenditures will be required for this account during 1861.

The completion of the second track between Lockport and Johnstown, 16.5 miles, would make a continuous double track from Pittsburg to Petersburg, in Huntingdon county. Of the distance from Philadelphia to Pittsburg, 356 miles, there remains at this time but 68 5-10 miles to complete the second track throughout the entire length of the road.

The new engine house and machine shops at Harrisburg will be ready for use by the first of April next, when a considerable saving in the motive power and transportation departments will be effected by simplifying the management of the road.

The increased coal trade from the Broad Top region, seeking an outlet at Port Richmond, has led to an arrangement for the building of 150 eight-wheeled, ten tons, coal cars by this Company, and the same number by the Reading Railroad Company, to be placed on the road and used exclusively in that trade during the present year. This plan, it is believed, will afford the necessary facilities required to develop this important and constantly increasing traffic.

Surveys for the extension of the road to the Delaware river were made in the early part of the year, and a location of a line from a point on the Westchester Railroad opposite the Almshouse to the intersection with the Philadelphia, Wilmington and Baltimore Railroad, was adopted by the Board. A contract was entered into with Messrs. Dillon and Atwood for the masonry of the bridge over the Schuylkill river, who pressed the work vigorously until the middle of December, when the severity of the weather compelled them to stop. At the time the work was suspended the western abutment and pier were nearly finished. The cost of the masonry, including the arches in the eastern approach, will not exceed $100,000. The iron superstructure will be constructed at the company's shops, and will consist of three spans of 180 feet each in the clear, the middle span supported on a pivot pier so as to afford two openings of 75 feet each in the clear, for the passage of vessels. The cost of the iron superstructure is estimated at $40,000.

It is expected that the line will be ready for use to the Delaware river, not later than the 1st of October next. The river front of the Powelton estate has been improved during the past year by the erection of a bulkhead along its entire extent. The accumulation from the ebb and flow of the tide, and the hauling of waste material from the vicinity, will, in the course of a few years, convert the hitherto unsightly and useless marsh into a valuable and productive property.

The earnings of the canals owned by the Company, for the year, 1860, were:

From the Eastern Division		$159,651 08
" Juniata Divisions		26,180 95
" Western "		16,003 57
" Miscellaneous receipts		7,530 23
		$209,365 83

The expenses of maintaining the canals for the same period were as follows:

For repairs, renewals and enlargement	$130,696 79	
For superintendence, collectors, lock tenders, weighmasters, stationery, etc.	24,063 84	
		154,760 63

Leaving the net earnings of the canals, $54,605 20

The increase in canal revenues over those of 1859, was $11,816 45, while the expenses were decreased $20,691 75, thus exhibiting an increase in the net earnings of 1860, of $32,508 20, as compared with the preceding year.

The amount of coal transported on the canals of the Company during the year 1860, was 514,009 tons, being a decrease of 1,357 tons on the amount transported in 1859, and the amount of lumber reached 126,494,299 feet, being an increase of 6,419,624 feet over the amount carried in the preceding year.

The canals purchased from the State were found to be in a much worse condition than their appearance indicated, and hence the expenditures incurred in their maintenance have been larger, and their net revenues consequently less, than we had reason to expect. The net profit of the Eastern or Susquehanna Division for the year was $65,525, and the loss upon the other portions of the canal $18,450 65. With the same amount of revenue, and the works in complete order, the profit on the Eastern Division should have been over $100,000.

The receipts from this portion of the canal are almost wholly derived from the coal and lumber traffic of the Susquehanna Valley, for which the recent completion of parallel railways to the source of this traffic has introduced serious competition. To meet this it seems to be essential that the cost of transit on the canals should be reduced by an increase of the depth of water to five feet, from the coal and lumber region to Columbia, and the locks lengthened to 180 feet by the addition of another chamber, to conform in dimensions with those between Columbia and tide-water. The whole line of canals, from the coal fields to tide-water, thus deepened and improved, would enable them to compete successfully with the railroads, and continue as profitable investments; otherwise they will scarcely remain self-sustaining. The Pennsylvania Railroad Company has already given their portion of the line the required depth of water, and is prepared to lengthen the locks whenever satisfied that the other companies will do the same.

There has been received from shareholders, in payment for the capital stock of the Company, up to January 1st, 1861		$13,261,960 00
And from loans, etc.		10,263,947 38
Mortgages and ground rents remaining on real estate purchases		299,363 84
Amount of bonds due the State of Pennsylvania for purchase of Main Line of Public Works		7,200,000 00
Balance of interest and dividends due to stockholders, and State tax on coupons and dividends unpaid		68,125 05
Balance to credit of contingent fund		352,138 85
Balance to credit of profit and loss, after deducting discount on 2nd mortgage bonds sold during the year		961,589 02
		$32,407,124 14

Which has been expended as follows:

Cost of road, including engineering, land damages, fencing, machine shops, engine houses, station and warehouse, car sheds, water stations, foremen and tool houses, and shop machinery, between Harrisburg and Pittsburg, and station and workhouses in the Philadelphia Division		$17,307,660 29
Less profit of road after paying interest to stockholders, up to November 1st, 1855, credited to cost of construction, as required by charter		589,185 79
Total		$16,718,483 50
Cost of Main Line of Public Works purchased from State of Pennsylvania		7,500,000 00
Cost of equipment of road, including locomotives, freight, road and passenger cars		3,065,284 44
Cost of real estate of Company		1,781,579 40
Cost of telegraph line		45,264 28
Extension of Pennsylvania R. R. to Steubenville & Pittsburg R. R.		5,214 09
Extension of Pennsylvania Railroad to Delaware river		30,616 87
Total cost of roads and canals belonging to the Company		$29,146,442 58
Amount of stock of the Pittsburg, Fort Wayne & Chicago R. R. Co.		816,050 00
Amount of bonds and stock of municipal and railroad corporations		158,494 80
Amount of bills and accounts receivable		895,833 01
Amount of sinking fund	$482,230	
Less this sum to be paid in instalments of $10,000 per month from income of road	83,375	
		393,855 00
Amount of fuel, materials on hand for shops, repairs of locomotives, cars, and maintenance of way		347,736 94
Balance in hands of agents		280,835 67
Balance in hands of Treasurer, December 31st, 1860		867,876 14
		$32,407,124 14

There has been charged during the year, to construction and equipment account, $781,802 69,

of which $221,106 36 has been for real estate at the Delaware terminus, Pittsburg, and along the line of the road. It is not proposed to lay any additional road superstructure this year, except what may be necessary to accommodate an increased business at stations, and the extension of the road to the Delaware river above the Navy Yard.

Under the authority of the act of the Legislature for the sale of the Main Line, this Company has leased the Harrisburg and Lancaster Railroad for the term of 999 years. The shareholders of that Company to receive semi-annual dividends of 3½ per cent. on $1,182,550 of capital stock, and the bondholders the interest upon $700,000, at 6 per cent. per annum, amounting in all to a semi-annual payment of $62,389 25. In addition to this there is to be paid to the Treasurer of that Company the sum of $2,000 per annum to continue the corporation and meet its necessary expenditures. This lease supercedes the contract entered into between the two Companies, April, 21, 1849, which proved to be an unfortunate one for the Pennsylvania Railroad Company, while the mode provided for adjusting rates under it has been a source of vexation to both parties. Its existence was always a source of great weakness in negotiations with the State authorities during their control of the Philadelphia and Columbia Railroad, in the entire dependence which its terms enforced upon the facilities offered by that road to reach this city. The contract was for the term of twenty years, leaving still over eight years for its fulfilment. The question for the Board to decide was whether it was the interest of this company to enter into a lease, which would save to it annually from thirty to sixty thousand dollars, during the existence of the old contract, or rely upon their ability to secure an equally good connection at the expiration of that period, upon more moderate terms. The Board has preferred a peaceable solution of the question, and in accepting the lease directed the trustees of the sinking fund to invest the present saving upon the old contract, until it would have terminated in such a manner as will finally result in the extinguishment of the stock of the Harrisburg and Lancaster Railroad Company. The lease gives the shareholders of that Company the right to convert their stock into shares of the Pennsylvania Railroad Company previous to 1871, each at par, and it is believed that this mode of absorbing the stock of the Harrisburg and Lancaster Company may be carried into effect, from the greater prospective intrinsic value of the stock of the Pennsylvania Railroad Company. The accumulation of the sinking fund proposed at the period for terminating the old contract, will probably amount to four hundred thousand dollars, which, judiciously applied, will soon purchase the entire stock, if it should not be converted into shares of the Pennsylvania Railroad Company.

The sinking fund established by the board for the redemption of the second mortgage bonds, with the accumulation of interest, now amounts to $532,491. An increase of this fund by the transfer to it of the stock and bonds held by the Company in the Pittsburg, Fort Wayne and Chicago, and other railroad Companies, would afford the means, if judiciously managed, for the reduction of this debt when it falls due to an amount which, with the first mortgage bonds, would not exceed on the whole line of the road twenty thousand dollars per mile. These assets, it is expected, will in a few years be worth the amount they cost the Company; but as they yield no direct revenue, their transfer to the sinking fund will not affect the usual sources from which the dividend to the stockholders has been made.

The continuance of an annual payment of $460,000, made last year to the State on account of principal and interest due for the purchase of the Main Line, from the profits of the road, will extinguish that debt by the year 1890.

By steadily pursuing a financial policy calculated to attain these objects, the entire debt of the Company in 1875 will be brought within the amount of its gross annual income—a condition of abundant safety to the shareholders, and which can be obtained without any interruption to your cash dividends. The means thus diverted from the net revenues of the Company can, whenever the amount will justify it, and the financial condition of the country will render the measure prudent, will be from time to time divided among the shareholders in stock.

Since your last annual meeting a plan for the reorganization of the Pittsburg, Fort Wayne and Chicago Railroad Company, whereby that road could be relieved of its embarrassments, has been agreed upon by the representatives of the various interests concerned. This agreement provides for a sale of the road, with all its appurtenances, under a decree of the United States Court, to which the trustees of the several mortgages are made parties. The road will be purchased by a committee appointed by the bondholders, who will operate the same until the election of a new Board of Directors. They will reorganize the Company, preserving the status of the existing interests as nearly as practicable. The holders of the first mortgage bonds of the several original Companies forming the consolidated line are to have a new first mortgage not exceeding $5,250,000 upon the whole line, to include the par value of their bonds, with interest added to January 1, 1862. The second mortgage and construction bonds of the different Companies are to be funded in a new second mortgage upon the whole line, not to exceed $5,100,000, including coupons to July 1, 1859. The coupons accruing after that period and the floating debt to be funded in a third mortgage limited to $2,000,000, bearing a contingent interest (equivalent to a preferred stock) not exceeding 7 per centum per annum. The original shareholders are to retain their full interest in the new Company.

Your Board of Directors, believing this arrangement will best secure the interests of this Company both as shareholders and creditors, have authorized the acceptance of these conditions.

The attention of the Board has been frequently directed to the importance of providing better accommodations for passengers at both Philadelphia and Pittsburg. The reasons for the delay in their erection, that has occurred in both cities, has been a desire to avoid the location of such expensive structures, which future developments may prove to have been injudicious. In Pittsburg the location has been dependent upon the construction of a more direct connection with Cincinnati, of the early completion of which there seems now to be but little doubt, if the present political difficulties of the country are arranged, while at Philadelphia the relative advantages of a site within the old city proper, and one on the west side of Schuylkill river, from which the cars will be taken by locomotive power, have been duly considered. The original decision of the directors was in favor of placing the station at the corner of twelfth and Market streets, but the facilities now enjoyed by the introduction of street railways for the speedy conveyance of passengers from a station west of the Schuylkill river to all parts of the city, has inclined the Board to reconsider their determination and locate it on the flats adjoining the Market street bridge, where the comparatively small value of the property will justify the expenditure necessary to bring the ground to the level of the railway. In view, however of the present financial condition of the country it is not deemed prudent to incur the outlay involved in so large an undertaking during the present year. The system practiced upon all American railways of permitting passengers to take their seats in trains without previous payment of fares, (a necessity imposed by the high price of capital required to meet the cost of inclosing all passenger stations, as in Europe,) has led to the employment of the train conductors as receiving agents, when the passenger has failed to procure his ticket before entering the cars. The temptation to appropriate to their own use receipts thus obtained, a practice to which it is difficult to apply adequate checks, has been found by most Companies too great for many of these conductors to resist. To ascertain whether such practices existed upon this road as had been reported, notwithstanding ineffectual attempts to discover them, a force of detectives was organized, who succeeded, after several months investigation, in obtaining convincing proof of such frauds and the names of the perpetrators, all of whom have been discharged from the service. The annual amount thus abstracted from the revenues of the Company, from politic considerations, was necessarily limited. The knowledge of the certain and effectual means adopted by the Company for the detection of these pilferings, which can at any time be put in force without the knowledge of the delinquent, will it is believed, prevent the recurrence of similar practices.

The melancholy duty has devolved upon the Board of announcing to you the decease of the Vice-President of the Company, William B. Foster, Jr., who passed from among us soon after your last annual meeting. In the performance of his duties he was always exact, but courteous and was highly esteemed for his many virtues as an officer and as a man.

The office of Vice-President has been filled by the appointment of Thomas A. Scott, Esq., late General Superintendent, whose long experience, sound judgment, and great energy of character, has recommended him to the Board as eminently fitted to fill the vacancy.

Enoch Lewis, Esq., a gentleman formerly engaged in the service of the Company as Chief Assistant Superintendent, and who had discharged the duties entrusted to him with much satisfaction to the Board of Directors, was chosen as Mr. Scott's successor. In closing this report the Board takes the opportunity to express their appreciation of the services of the officers and employees generally, to whom their acknowledgments are due for the favorable results obtained during the past year.

By order of the Board,

J. Edgar Thomson, *President.*

Thomas A. Scott, *Vice-President*

South Carolina Debt and Finances.

The official returns of the debt of South Carolina, September 30, 1860, is as follows:—

3 per cent. stock outstanding Oct. 1st, 1860		$ 44,078 63
6 per cent. stock outstanding, fire loan, 1838		385,807 02
5 per cent. bonds, fire loans, 1838		484,444 51
6 per cent. bonds, Blue Ridge R. R.		1,310,000 00
6 per cent. bonds new capitol		500,000 00
6 per cent. stock, new capitol, 1856		250,000 00
6 per cent. stock, new capitol, 1857		300,000 00
6 per cent. stock, new capitol 1858, on 1st Oc. 1859	$369,920	
Issued this year	30,080	400,000 00
6 per cent. stock, new capitol, 1859, issued this year		372,210 00
		$4,046,540 16

The amount due for surplus revenue is not included in the items of the public debt proper, as the general government has repeatedly borrowed money since it was divided among the States, without demanding payment, there is no probability that the State will be required to refund it. The amount is $1,051,422 09.

During the fiscal year the Bank of the State redeemed and canceled the following portions of the public debt:—

6 per cent. stock, fire loan, 1838	$342,524 55
3 per cent. State stock	15,199 39
5 per cent. Southwestern R. R. Bank.	500 00
	$358,223 94

The report of the Treasurer of the Lower Division shews that there was in favor of the State on the 1st of October, 1860, the sum of $1,889,093 35.

The Bank of the State passed to credit of sinking fund the balance of net profits for the fiscal year, amounting to $35,637 89, after retaining four various advances to the State, $95,595 37.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-----	-----	-----	-----	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	-----	116,310	—	—	—	—	—	----
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	-----	-----	1,030,957	—	—	—	—	—	----
								ARKANSAS.														
-- -- --	—	—	—	301.4	---	---	-----	Cairo and Fulton	-----	-----	-----	-----	-----	-----	-----	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.														
30 Dec. '59	22.5	—	----	—	---	---	-----	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	----	----
								CONNECTICUT.														
1 Aug. '59	28.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	* 16,463	3,932,432	72.4	.....	844,772	502,579	10	139
31 Dec. '59	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,360	55,227	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	----
31 Dec. '59	61.0	—	3.0	—	---	---	-----	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	-----	61.0	.....	107,837	20,627	—	----
31 Dec. '59	46.0	9.0	7.0	—	---	---	-----	New Haven and Northampton	1,400,000	—	—	922,500	700,000	-----	-----	59.7	.....	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	-----	—	----
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	----
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	40
								DELAWARE.														
31 Oct. '59	84.0	—	10.0	—	---	---	-----	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	-----	75,672	—	----
31 Oct. '59	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	723,551	—	—	744,520	-----	4,641	749,171	5.0	.....	21,195	-----	6	----
								FLORIDA.														
-- -- '59	154.2	—	----	—	---	---	-----	*Florida*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	-----	-----	-----	-----	-----	-----	-----	29.4	-----	-----	-----	—	----
								GEORGIA.														
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	‡265,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	-----	-----	-----	-----	-----	-----	-----	30.0	-----	-----	-----	—	----
31 Dec. '57	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	298,500	-----	1,032,200	53.0	.....	125,427	69,679	—	----
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-----	-----	-----	31.0	-----	-----	-----	—	----
30 Nov. '59	191.0	—	----	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '59	102.5	—	----	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	92
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	-----	-----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	-----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	765	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-----	138.0	.....	832,343	454,541	—	----
								ILLINOIS.														
-- -- --	220.0	—	----	—	---	---	-----	Chicago, Alton and St. Louis	10,000,000	-----	-----	3,500,000	4,500,000	-----	10,000,000	220.0	-----	-----	-----	----	----
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	----	71½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	----	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-----	-----	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	----	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	-----	580,000	-----	-----	84.0	-----	-----	-----	—	----
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	70½
-- -- '57	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	-----	-----	-----	----	----
31 Dec. '58	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	77
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-----	-----	-----	-----	-----	-----	-----	—	—	—	—	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-----	-----	148.0	-----	-----	-----	—	----
-- -- --	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	-----	-----	-----	-----	600,000	-----	-----	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-----	-----	-----	-----	-----	-----	-----	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-----	-----	186.0	-----	-----	-----	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-----	-----	-----	-----	-----	-----	-----	oper	by Chic.	& R. Is.	-----	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-----	823,767	-----	—	----
								INDIANA.														
— -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-----	1,196,679	1,006,125	-----	-----	108.0	-----	-----	-----	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-----	-----	-----	-----	-----	-----	-----	29.0	-----	-----	-----	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-----	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	-----	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-----	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	-----	236,397	80,109	—	----
31 Aug. '57	78.0	—	----	—	---	---	-----	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	-----	108.0	-----	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	-----	1,000,000	600,000	-----	2,000,000	64.0	-----	-----	-----	—	----
-- -- '58	86.0	49.0	----	—	---	---	-----	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	-----	-----	135.0	-----	206,114	82,632	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-----	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Pern and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-----	-----	-----	—	----
30 Nov. '59	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	----
								IOWA.														
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-----	-----	-----	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-----	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-----	-----	-----	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-----	-----	-----	245,000	755,000	-----	-----	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-----	-----	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-----	-----	-----	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-----	-----	-----	-----	107.6	-----	-----	-----	—	----
								KENTUCKY.														
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-----	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	-----	20.0	-----	-----	-----	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	-----	-----	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	-----	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	-----	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	-----	163,288	94,995	—	----
-- -- '59	18.8	—	----	70.2	—	—	-----	Maysville and Lexington	-----	-----	-----	-----	-----	-----	-----	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.														
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-----	-----	-----	-----	22.0	-----	-----	-----	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-----	-----	-----	-----	27.0	-----	-----	-----	—	----
31 Dec. '58	80.0	—	----	178.0	---	---	-----	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	-----	225.577	-----	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-----	753,774	-----	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	-----	-----	-----	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sideings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	58¼
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	1756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345	—	1,830,000	440,000	5,365	2,671,887	25.6	352,512	531,477	208,798	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	111
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	—	3,663,138	54.0	316,522	654,673	337,648	7	106
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	110½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	252,500	—	1,928,264	75.4	177,164	271,592	138,223	4½	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	—	699,152	343,915	—	70
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	100½
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	363,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	113
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	.....
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566	—	1,510,200	300,000	—	1,810,200	44.4	216,327	341,836	136,386	6	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pi[illegible]	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,332	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	14½
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713	—	5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	113¾
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	—	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	55½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	15
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	—	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	—
31 Oct. '58	86.5	—	.....	—	.....	.....	.....	*St. Louis and Iron Mountain*	4,916,189	283,869	—	1,999,300	3,276,000	171,106	5,446,406	86.5	.....	152,371	—	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56¼
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	70
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	105
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	51
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	108
30 Nov. '59	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	870,954	520,672	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,225	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	.....	.....	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784	—	554,087	10	135
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
20 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,800	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelines.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	44
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	.....	97.5	.....	'343,021	154,369	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,460	6	77½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,527,406	—	33
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	—	1,142,851	433,716	—	16
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r.byRen	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b.Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	26	27	155	Wilmington and Manchester	2,927,129	*	119,000	1,399,860	737,555	124,467	3,158,753	186.5	318,701	500,209	246,494	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	—	.....	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
-- -- '59	37.0	—	.....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '58	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,113,639	575,159	7	94
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,321	9,661,102	203.5	646,413	772,093	332,093	4	19½
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	33
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '60	38.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpro	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	75
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,968,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
-- -- '58	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	.....	676,022	159,769	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '59	52.5	—	3.3	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	.....
31 Dec. '59	110.8	2.3	36.6	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,099,849	2,974,473	862,762	13,249,125	16,932,517	.....	31,356,832	386.0	.....	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '59	147.4	4.0	61.0	—	140	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	2,724,293	1,245,816	—	43½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,600,000	2,498,435	370,078	8,468,513	—	11 mos.	1,086,168	437,498	5	35

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1,753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	.....	.....	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	60.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	25,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carollina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- -- '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,220	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,913	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,259	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	492,122	82,001	—	.....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun. '59	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,508,864	23.7	47,324	43,998	10,493	—	.....
31 Aug. '59	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,634	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '59	148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,572	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	.....	.....	.....	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634 081	359,130	5	47½
30 Sep. '59	204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
-- -- '57	42.0	—	.....	—	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '60	191.9	42.5	28.3	—	.....	.....	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	12
-- -- '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July '59	158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- -- '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	.....	357.0	1,360,900	.....	.....	8	.....
-- -- '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,229	.....	.....	—	.....
-- -- '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
-- -- '59	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
Dec.	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,978,000	2,427,000	—	8,000,000	48.7	.....	1,925,444	1,360,160	12	112

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (lss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	17
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**	----------	---	------	----
***Columbus, Piqua and Indiana:**	----------	---	------	----
	----------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
	----------	†	------	----
	----------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	94
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
	----------	---	------	----
	----------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95½
2d Mortgage (S. F.)	1,738,000	7	1875	92
Galvest'n, Houst. and Henders'n:				
	----------	---	------	----
	----------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
	----------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	53
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	96
Construction	4,115,000	6	1875	96
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	70
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
	----------	---	------	----
	----------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17
2d Land Grant (Western Div.)	353,600	†	------	17
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	80½
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	74
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	75
2d Mortgage	2,175,000	†	1877	53
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	\	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	97½
Premium Consolidated Stock	8,000,000	6	1883	97½
Real Estate	221,000	6	1883	97½
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1859	100½
3d Mortgage (convertible)	6,000,000	7	1871	90
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	65
Unsecured (convertible)	2,443,000	7	1862	65
Sinking Fund	2,193,000	7	1875	64
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	77
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. Il.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
---- ---- ----	----------	†	------	----
Peru and Indianapolis:				
---- ---- ----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,000	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt.Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L.Er.,Wab. and St.Louis)	2,500,000	7†	1865	59½
2d M. (L. Er.,Wab. and St.Louis)	1,000,000	7†	1869	----
3d M. (L. Er.,Wab. and St.Louis)	1,200,000	7†	1891	----
Real Estate (L.Er.,W. and St.L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	----	7	------	17½
2d Mortgage	----	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----	---	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,960)	4,310,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
---- ---- ----	----	---	----	----
---- ---- ----	----	---	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	72½
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Feb. 13, 1861.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:—						
U. S. 5s, 1874	89	90	----	87	----	----
U. S. 5s, 1865	----	87	----	----	----	----
STATE STOCKS:—						
California 7s	----	----	----	87	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	87	----	----	87	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	92	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	65	64½	65	65½	66	66½
New York 5s, 1874	99⅞	----	----	----	----	100
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	76	----	77	78	----	----
Ohio 6s, 1870	----	----	102	----	----	----
Tennessee 6s, 1890	71	69	69½	70	71	72½
Virginia 6s	75	74	75	75	76	76½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	70	70	70½	70	71½	71⅝
Chicago and Rock Isl.	56½	55½	55	56¾	58	57½
Chicago and N.West.	----	----	----	----	----	----
Clev., Painesv.& Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	9½	9½
Clev. and Toledo	32½	31½	32	33	34½	33
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	70	69	70	70½	73	71½
Hudson River	43	42	43	43	45½	44
Illinois Central (scrip)	76	75½	74¼	75	79	77
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	56	54½	54½	55½	57	55½
M. S. and N. I. guar'd	32	31	31½	32½	33	33
M. S. and N. I.	14½	14	14½	14	15½	15
Milwaukee and Miss.	12	12	11½	----	12	----
New Jersey Central	----	----	----	----	----	----
New York Central	76	76½	76½	77	78½	77⅞
New York and Erie	32	31	33	32	33	33
N. York and Harlem	16	15⅞	15⅞	15⅞	16½	16
N. Y. and H. "pref."	39	38½	38½	38	40½	40
Panama	114	113	112	113	116	114
Phila. and Reading	43	42	42½	42½	44	43½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	40	39¾	38	40	40	----
" " 2d M.	----	----	----	----	----	17
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	75	74	74½	----	----	----
D.L.&W.1M.8p.c.'71-5	----	----	----	----	----	97
" 2M.8p.c.'81	----	----	94½	----	----	----
Gal.and Ch.1M.8p.c.'63	----	----	----	----	95½	----
" 2M.8p.c.'75	----	----	----	----	92	----
Hann. & St.J. 1 M. 8s	----	55	53	52	53	----
Hudson R. 1M.7p.c.'69	----	----	----	----	----	----
" 2M.7p.c.'69	----	----	100	----	----	----
" 3M.7p.c.'75	87	----	86	----	----	----
Illinois Centr. 7 p.c.'75	96	95½	----	95	95½	96
" " 6 p.c.'75	96	95½	----	95	95½	96
L. Erie & Wab. 1 M.	67	----	----	----	----	----
" " 2 M.	----	38	----	----	----	38
Mich.Cen.S.F. 8p.c.'82	98	----	98	98	97¼	----
" conv.8p.c.'69	----	----	----	----	----	----
Mich. Southern 1st M.	----	82	----	----	----	81½
" " 2d M.	54	----	----	----	54	----
" " S. F.	75	----	75	----	75	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N.Y. C. 6p.c. certif.'83	----	----	97⅛	----	----	----
" 1 M. 7 p.c.'64..101¼	----	----	----	----	----	----
N.Y.&E. 1 M. 7p.c.'67	105	----	----	----	----	----
" 2 M. 7 p.c.'59	----	----	----	----	----	----
" 3 M. 7 p.c.'71	----	----	----	----	----	90
" 4 M. 7 p.c.'80	82½	82	----	----	----	81
" 5 M. 7 p.c.'83	----	----	----	----	----	----
" conv.7p.c.'62	----	----	----	----	----	----
" " 7p.c.'71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M.7p.c.'73	99½	----	----	99½	----	----
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Penn. 1M.7p.c.conv.'88	----	----	----	----	----	----
" 2 M. 6 p.c.st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c.'60	----	----	----	----	----	----
" " 6 p.c.'70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	91	90	----	----	----
America, Bank of	----	----	105	----	----	----
Commerce, Bank of	92	----	----	91½	----	----
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	103	----	----	105	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	90	----	----	90	89	89
Cumberland Coal Co.	8	8	8	8	8	----
Penn'a Coal Co.	80	----	83	----	----	----
Pacific Mail S. S. Co.	84½	82	82	84	85½	84
Canton	14½	14½	14½	14½	14½	14½
Brooklyn Water W's.	100	----	----	100	----	----

The following are the closing prices in the London Market on the 24th January:

United States 5 p. c. red. '74	85	to	90
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	84	to	86
Do. do. Fr.L'd red. '60	92¼	to	93½
Do. $100 shares, all p'd	65	to	70
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876	93	to	95
Do. $100 shares	73	to	75
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	58	to	62
Do. Shares, assented	27	to	28
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	86	to	88
Do. 2d mort. 6 per cent. sterling	90	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	28

American Railroad Journal.

Saturday, February 16, 1861.

Share and Money Market.

With regard to the Share Market little can be said but to repeat the old story of the daily fluctuations reflecting the popular feeling in reference to political matters. The question of value hardly enters into the calculation. Such a state of things is very likely to continue till the inauguration of the President, when a more decided tendency in some direction may be expected. Prices are also very likely to be effected by the result of efforts now in progress for the reconciliation of our political difficulties. What this result is to be is as yet only a matter of conjecture.

In money matters there is much uneasiness felt lest our present anomalous position may create very serious disturbances abroad, particularly in England. Our exports continue on an unprecedented scale, while our imports are vastly reduced. The balance in our favor must be paid in gold. Here is a state of things hardly contemplated abroad, and for which no immediate remedy exists but in shipments of specie. Exchange, consequently has again fallen to a very low figure, so that we are likely to have at the same time a plethoria of gold, and suffer a very heavy loss in commercial operations. The uncertainty as to the degree of effect of this disturbing cause operates against any improvement in the Share Market, and discourages business operations.

Penn Haven and White Haven Railroad.

At the annual meeting of the stockholders of of the Penn Haven Railroad Company, held in Mauch Chunk, on the 28th ult., the following officers were elected for the ensuing year.

President—Asa Packer. Managers—Asa Packer, William H. Gatzmer, Robert Lockhart, R. F. Stockton, R. H. Sayre, John N. Hutchinson. Secretary and Treasurer—John N. Hutchinson.

Connecticut River Railroad.

The report of this company for the fiscal year ending Nov. 30, 1860, shows the earnings during that time to have been:

From passengers		$136,337 01
" freight		147,173 96
" mails, express, etc		13,585 11
		$297,096 08
And the expenses were:		
Repairs of road	$39,786 90	
" locomotives	12,281 86	
" cars	13,056 54	
" bridges, buildings, etc	4,674 64	
Train expenses	17,097 21	
Wood	17,341 74	
Oil and waste	2,183 28	
Station expenses	23,902 55	
All other expenses	13,313 03	
		143,637 78
Leaving net earnings		$153,458 30
Add profits on investments		9,168 60
Surplus December 1, 1859		84,664 46
Total net income		$247,291 36
Disbursed as follows:		
Interest	$14,064 77	
Rent of Ashuelot road, one year to Oct. 1, 1860	30,000 00	
Dividen's Feb. & Aug. 1860	127,288 00	
		171,352 77
Leaving a surplus of		$75,938 59
The increase in gross income over the previous year has been		$25,503 93
With an increase in expenses of		10,270 78
Making the increase in net earnings		$15,233 15

The past year having been one of universal prosperity, the company do not anticipate a corresponding increase in future years. In view however of the expiration of the lease of the Ashuelot road, it is believed that the stockholders may rely upon three per cent. semi-annual dividends in future, after making the required annual payments of $8,000 to the sinking fund.

The average number of men employed has been 182. The number of miles run by passenger trains, 111,886; by freight and other trains, 83,140—making the total miles run 195,026.

The number of passengers carried in the cars has been 320,801; the number carried one mile 4,115,557. The number of tons of merchandise carried, 117,460; the number carried one mile, 2,788,817.

The equipment of the road consists of 12 locomotives; 13 passenger, 6 baggage and 325 four wheel freight and gravel cars.

The length of the company's road is 50 miles, extending from Springfield, Mass., to South Vernon, Vt. The Chicopee branch, from Cabotville to Chicopee Falls, is 2.35 miles in length. The Ashuelot road, running from South Vernon to Keene, N. H., and which has been operated the past year by the Connecticut River Railroad Company, is 23 miles—making the total length of road operated by this company the past year 75.35 miles. The gross earnings per mile of road were $3,961 28; the gross earnings per mile run, $1.52; the total operating expenses per mile run, 73.6 cents; and the net earnings per mile run, 78.7 cents. The per centage of expenses to earnings being 48 per cent.

In September last the company commenced the erection of extensive repair shops at Springfield; those at Northampton having been found inadequate to the requirements of the road. Their total cost, including machinery, will be about $20,000, of which $2,506 18 has been expended. The balance of $8,210 now standing to the credit of surplus real estate will be applicable to these improvements, and the residue of their cost may be carried to the debit of income account, without interfering with the regular dividends. The report says:

The mortgage indebtedness of the company is 250,000 dollars. At the date of the last annual report, bonds to the amount of 72,500 dollars had been negotiated. Early the present year a favorable opportunity presented itself for disposing of the balance, which was accordingly done. So much of the indebtedness to the Western Railroad Sinking Fund as matured in 1862 was then taken up and canceled, leaving a debt of 65,000 dollars due that fund in 1863, for which the Commissioners decline to receive payment in advance. The money designed to meet this indebtedness has, therefore, been temporarily loaned upon collateral security.

The arrangement made in 1849, by which 3,075 shares of the capital of the company was constituted a preferred stock, and the holders thereof became entitled to four per cent. semi-annual dividends, terminated in August last. Prior to its expiration two extra dividends, together amounting to three per cent., were made upon the common stock, with a view to an equitable adjustment of the relations of the two classes of stockholders, before they should have entered upon the joint and equal proprietorship of the road.

The ten years lease of the Ashuelot Railroad expires on the 31st day of December instant. It is understood that the road will, in future, be operated by the Cheshire Railroad Company.

When the Ashuelot Road was entered upon under the present lease it became necessary to invest $21,841 42 in the purchase of additional equipment for use on that road. This sum has always stood in a special account on our books. The equipment may now be sold or appropriated for the use of our own road. In the latter case, its present value would be charged to the equipment account.

CONDENSED BALANCE SHEET.

Cost of road and equipment		$1,801,943 80
Ashuelot Railroad equipment		21,841 42
Material on hand		36,480 13
Suspense account		290 41
Ferry stock and real estate		2,898 32
Expended on account of new repair shops		2,506 18
Investments		85,000 00
Bills receivable		5,446 93
Cash balances due the company		39,817 79
In hands of pay master		6,555 74
Cash on hand and in bank		31,597 28
		$2,034,378 00
Capital stock		$1,591,100 00
Note due Jan. 1, 1861		5,000 00
Bonds due May 1, 1863		25,000 00
Bonds due November 1, 1863		40,000 00
Mortgage bonds due Sept. 1, 1878		250,000 00
Balance to credit of income account		75,938 56
Surplus real estate sales		8,210 10
Bills payable		21,405 72
Balances due by the company		16,785 93
Unclaimed dividends		937 66
		$2,034,378 00

The office of the company is at Springfield, Mass. The officers and directors for the ensuing year are:

President—D. L. HARRIS.

Directors—J. H. Butler, John Chase, E. A. Dana, C. W. Chapin, R. Mather, H. W. Clapp, I. M. Spelman, I. Sargent, and D. L. Harris.

Superintendent—W. B. BRINSMADE.

Treasurer—SETH HUNT.

Sandusky Mansfield and Newark Railroad.

The business of this road for the year 1860, as appears from the annual report of the President, was as follows:

Passengers	$75,539 49
Freight	94,568 60
Mail and Miscellaneous	15,826 29
Total	$185,934 38

The expenses for the same are given at $151,767 24; leaving a net, less the taxes, of $34,167 14.

The Texas and New Orleans Railroad.

We learn from the Houston *Telegraph* of the 19th ult., that the work on the Texas and New Orleans road, between Houston and Liberty, is progressing, and also upon the Eastern Texas from Beaumont to Sabine Pass. It can be but a few weeks now, says the same authority, before we shall be in connection with the Pass, and thence by a daily line of steamers with Berwick's Bay and New Orleans, shortening the time between Houston and New Orleans from twenty to thirty hours.

Railroad Earnings.

The net receipts of the Harlem Railroad for January are as follows:

January, 1860	$97,016 34
January, 1861	117,760 34
Increase	$20,744 00

The net receipts for the same month, for the last four years were as follows:

1858	$78,858 41
1859	99,858 97
1860	97,016 34
1861	117,760 34

The earnings of the New York and Erie Railroad for the month of January, were as follows:

January, 1861	$407,949 41
January, 1860	336,391 80
Increase	$71,557 61

The following is a statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of January, compared with the same period of last year, viz:

	1861.	1860.
From freight	$144,137 59	$78,729 80
" passengers	51,734 23	44,295 44
" express	2,700 00	2,600 00
" mails	7,825 00	7,825 00
" rent of road	7,083 33	5,892 67
" miscellaneous	284 25	607 96
Total	$213,764 40	$139,950 87
Increase	$73,813 54	

The traffic of the Great Western Railway of Canada for the week ending Feb'ry 1, 1861, was as follows:

Passengers	$12,022 26
Freight and live stock	25,854 65
Mails and sundries	1,401 09
Total	$39,278 00
Corresponding week last year	28,267 52
Increase	$11,010 48

The following is an abstract of the statement of the Receiver of the Pittsburg, Fort Wayne and Chicago Railroad for December, 1860:

To balance from November account	$166,839 05
Receipts during December	203,187 97
Total	$370,027 02
Expenditures	245,669 94
Cash on hand	$124,357 08

The ninth monthly report of the Receiver of the Ohio and Mississippi Railroad Company, for December, 1860, is as follows:

Balance from November account.		$4,327 30
RECEIPTS.		
From express freight of Nov.	$1,799 25	
" passengers prior to Dec.	10,645 51	
" freight " "	5,811 77	
		18,256 53
" pass'gers on Dec. acc't.	24,923 88	
" freigt " "	17,110 30	
		42,034 18
Other sources		5,759 99
		$70,378 00
DISBURSEMENTS.		
Paid first mortgage coupons, due Jan'y 1, 1860	$105 00	
Paid first mortgage coupons, due July 1, 1860	6,895 00	
Paid interest and discounts.	3,117 57	
Paid office and other expenses	141 00	
Paid on account of December current expenses	454 60	
Paid on account of former arrearages	800 64	
Paid on account of November current expenses and construction work	50,493 04	
		62,009 85
Balance carried to January account ...		$8,368 15

The following is the Illinois Central Railroad Company's statement for January, 1861:

Land Department.

Acres Construction Lands sold.	8,645.18	for	$127,105 63
Acres Interest Fund L'ds sold	359.10	"	6,037 76
Acres Free Lands sold ..	3,379.71	"	48,492 55
Total sales during the month	12,383.99	for	$181,635 34
To which add Town Lot sales			902 40
Total of all			$182,538 34
Acres sold prev'sly (net sales).	1,260,273.46	for	16,147,983 91
Total	1,272,657.45	for	16,330,522 25
Construction Bonds canceled in January, 1861			$41,500 00
Construction Bonds canceled previously			1,746,500 00
			$1,788,500 00
Total cash receipts in January			$72,273 64
Total cash and bonds received to Jan. 31, 1861			4,267,671 56

NOTE.—Cash receipts in January, applicable to cancellation of Construction bonds, $41,333 96; applicable to Free Land fund, $3,519 70; applicable to Interest fund, $22,325 78. Miscellaneous accounts, 5,094 10. Total, $72,273 54.

Traffic Department.

Receipts from Passengers		$60,769 70
" Freight		245,092 75
" Mails		6,358 33
" Rent of road		5,636 30
" Other sources		2,167 00
Total receipts for January, 1861		$320,024 17
Do. do. 1860		185,257 00
Increase		$134,767 17

The earnings of the Housatonic Railroad Company for January were as follows:

January, 1860	$17,120 65
January, 1861	12,597 38
Decrease	$4,523 27

The decrease was nearly all in freight.

The earnings of the La Crosse and Milwaukee Railroad for January, 1860 and 1861, are as follows:

	1860.	1861.
Freight	$21,130 60	$36,931 44
Passengers	10,755 24	12,280 53
Miscellaneous	997 72	2,344 23
	$42,883 56	$51,556 20
Increase for January, 1861		$18,672 64

The January earnings of the New-York Central Railroad are unofficially stated at an increase of about $60,000 over the corresponding month of 1860. It is stated also that the February dividend left a surplus of more than $200,000 out of the net earnings of the six months ending February 1.

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending February 11, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 1st Mortgage	7s	80 "
" " " 1st "	6s	75 "
" " " 2d "	7s	75 "
Indianapolis and Cincinnati, 1st Mortgage.	7s	85 "
" " " 2d " .	7s	80 "
" " " 3d " .	7s	70 "
Cinc., Ham. and Dayton, 1st Mortgage	7s	100 "
" " " 2d "	7s	86 "
Dayton and Western, 2d Mortgage	7s	40 "
" " " 1st "	7s	50 "

STOCKS.	
Cincinnati, Hamilton & Dayton	70—71
Little Miami	80—81
Columbus and Xenia	80
Indianapolis & Cincinnati	35—37
Ohio and Miss.	1

Journal of Railroad Law.

ACTION FOR DAMAGES: CONCURRENT NEGLIGENCE: WHAT CONSTITUTES PRUDENCE IN DIFFERENT EMERGENCIES.

The case of Curtis and Wife *vs.* The Western Railroad Company was an action to recover damages for an injury to plaintiff's wife by a collision which occurred on a railroad crossing in the city of Worcester, January 29, 1859.

The case consumed a week in the trial, and involved the examination of a large number of witnesses on both sides.

It appeared that the plaintiff and his wife in a carriage with six other persons were returning from a funeral at the Catholic Cemetery, and were driving at the rate of five or six miles an hour, when they were struck by the locomotive of the express train from Springfield to Worcester, which was proceeding at the rate of thirty miles an hour.

It was claimed on the part the plaintiff that the defendants were not in the exercise of ordinary care and prudence, *First*, because the Statute requisitions in reference to the ringing of the bell, &c., were not complied with; *Second*, that other suitable precautions were not taken by the defendants in running the train; *Third*, that the crossing at this particular location was not sufficiently guarded by gates, flagmen, &c.

At the time of the accident two of the occupants of the carriage were instantly killed, two others more or less injured, and the present female the plaintiff, had one arm broken and received as she claimed a severe spinal injury.

On the other hand it was claimed by the defendants that the plaintiff and the driver were not in the exercise of that care which the circumstances of the exposure required of prudent persons; that they drove upon the crossing without stopping to listen or look for the approaching train, and that the driver at the time of the accident was more or less intoxicated, having on the two previous nights been engaged in watching at an Irish wake.

The closing argument for the defence was made on Friday last by Mr. James D. Colt, and that for the plaintiff on Monday by Mr. Benj. P Butler.

AMES J. Commenced his charge by saying that the general rules of law bearing upon such cases are not complicated, and that there will be no serious difficulty in applying them. In order to be entitled to a verdict, the plaintiff, Mrs. Curtis, must prove two things—want of proper care on the part of the Corporation, and that she or the driver exercised ordinary and proper care—and that both of these are of equal importance. If she fails to prove either, she is not entitled to a verdict. The burden of proof is upon her to prove both propositions. By our Statutes, railroads may cross upon a level with our roads, subject to such penalties as may be deemed fit to ensure proper and due precaution for the safety of those passing. The duty, in fact, of the company, is to use ordinary care; what that is, is such care as a man of prudent habits would exercise in like cases; what is ordinary in one case would not be in another. The same care is not required in driving a steady farm horse, as would be required in managing a steam engine; they must employ competent and skilful engineers. The Judge then read what the law requires as necessary for care and safety, as to the number of brakemen, erection of sign-boards, time of ringing the bell, &c., &c. He then reviewed the evidence to show that the defendants had complied with the Statute regulations. Although as a general rule a party is not required to prove negative averments, yet in this case the burden is upon the plaintiffs to show that the defendants did not comply.

By statute a town may require other precautions than those enumerated in the statute. In view of the circumstances, the jury are to say whether the road should have adopted other precautions to constitute ordinary care. Have the defendants taken such precautions as the statutes require? Was the bell rung? Have they sounded the whistle? Though no law requires it, yet it is well known that is customary. Was the train running at such speed so that under that speed proper care was used? These are questions for the jury to find. If you get no light whatever from the evidence upon these points, then the plaintiffs have not proved their case. But it rarely happens that evidence is so equipoised, evidence apparently conflicting, may not upon examination prove so in fact. Negative evidence may not always be sufficient to overcome positive.

It is incumbent on the company to do all that the circumstances, the time, the locality require to constitute a reasonable and due case. The fact that the city of Worcester did not take any steps to put up a gate or require any further precaution upon the part of the corporation, is no argument whatever that due care was exercised by the road, or that further guards were not necessary.

The second proposition she is required to prove is that she exercised ordinary care, or rather that the driver exercised it. He then endeavored to illustrate ordinary care by showing that it is not such care as a timid person would exercise, but such as any of the jury would be supposed to exercise; such as men of common prudence would

have exercised in a like exigency. The exigency here is the risk of having one's life lost, not of getting a jar as running over a stone. The driver knew that there was a track here for he passed over it in the morning. Did he look about him and listen as he approached? What ought a man of ordinary prudence to have done, when he saw the train? Should he have stopped? These are questions for the jury. It is contended that he was intoxicated. That he was not intoxicated is not of itself, sufficient to show carelessness. Whether or not he was under the influence of liquor, the testimony is conflicting. He had been to a funeral, and had been, in accordance with the custom, sitting up a night or two with the corpse, but there is no evidence that he had been drinking. The jury could not so infer. Did his rashness or want of care contribute to the accident? His manner and demeanor after such an accident ought not be construed with that degree of scrutiny which it would in ordinary circumstances. Much of it might be attributed to the circmstances that had occurred. So in regard to his admissions. His agony and distress of mind and his wife dying by his side, these may account for what he said as well as what he did. If both parties are in fault, if each contributed to the casualty, the law does not undertake to show which is most to blame. If she shows that the cause of the accident was the sole fault of the road, then she is entitled to a verdict.

If the plaintiff has sustained her case, then you are to consider what amount of damages she is to have. She is to be made whole. She is to have indemnity for the harm she has suffered. The road is not to be punished. No example for other roads are to be made. If there are any permanent injuries, such are more serious, and require a higher compensation

The Jury rendered a verdict for the defendant.

THE DISABILITIES OF THE NEGRO; POWER OF COMPANIES TO MAKE DISCRIMINATING RULES IN REFERENCE TO PASSENGERS.

Whenever a superior and an inferior race are brought in contact, the peculiarities of each cannot fail to give rise to many embarrassing questions, as to the reciprocal duties and obligations, which the one may owe to the other.

The rights of the negro, and the antipathy with which he is generally regarded by our white citizens, have oftentimes been the subject of consideration in our Courts of Justice, and in whatever light moralists may be pleased to view their decisions, we believe that they have reflected in the main the common judgment of the community, and the law of the land. As bearing upon the rights of the colored race, the question as to the power of city railroad companies to make discriminating rules and regulations as to how and in what manner individuals of different classes shall be carried, and the propriety of the Courts interfering with such rules, has recently been considered in the case of Goines *vs.* McCandles by the District Court in Philadelphia.

The action was brought to recover damages for the expulsion of the plaintiff from one of the lines of passenger cars in the city of Philadelphia. The defendant relied for justification on a regulation of the company prohibiting the entrance of negroes into the body of the cars and confining them exclusively to the front platform. A verdict was taken for the plaintiff at the trial, for nominal damages, at the suggestion of the counsel on both sides, subject to the opinion of the Court on the legal point, whether the rule under which the plaintiff was expelled, was lawful and constituted a good defence for the act complained of in the declaration. The following is the opinion of the Court.

HARE J. A corporation created for the carriage of passengers, certainly cannot refuse arbitrarily to carry any man or any class of men, without laying itself open to an action for damages. It may, however, lay down rules for the comfort and convenience of those whom it is bound to carry, although to the exclusion of particular individuals, and of every individual who falls within the rule. What rules are proper, must necessarily be left to the discretion of the corporation in the first instance, who may say how, and in what manner, the means of conveyance which they provide, shall be used, subject to the control and supervision of the Courts of Justice, who ought to set aside any rule which is manifestly wrong or unreasonable. But as courts must decide in such cases without the aid of juries, in order to secure uniformity of decision, and enter upon complicated investigations of fact, for the purpose of obtaining the information necessary for their guidance, they should incline against interfering, unless they can see their way clearly, and feel sure in what their interference will end.

What we have to decide in this case, therefore, is not whether the law does, or should exclude negroes from passenger cars, nor yet whether they can be excluded from them consistently with the natural equity which should prevail between man and man, but whether when a passenger railroad company thinks it proper to exclude them, the law ought to intervene and compel their admittance; or should rather leave the question to be settled by time and the good sense and humanity of the community. And we obviously ought not to decide this question adversely to the defendant, nor overrule the regulation on which he relies for his justification of the negro, or in the views and feelings of the superior race by whom he is surrounded, to justify his exclusion, or which would render his admittance a source of danger and evil, rather than advantage. And here the regulation gives rise to a presumption, and furnishes an argument in its own favor, which should not be overlooked or disregarded. It is not alleged that the company were actuated by malicious or hostile feelings towards the plaintiff, and it is on the contrary, plain, that their motive for excluding him was a conviction that persons of his class could not be admitted, without causing persons of other classes to leave the cars or refuse to enter them. The interest of railway companies is *prima facie*, as much in favor of the admission of negroes as of white men, because negroes cannot be excluded without the loss of the price of their passage, and their decision that negroes shall be excluded, is consequently, an almost convincing proof that the question would be, and indeed, has been decided in the same way by the community at large. If further proof be needed of what is thought and felt generally on this subject, it may be found in the isolation of one race, and its exclusion from the society of the other, and in our theatres, our schools, our lecture rooms, our churches, and in fine, in all places where men congregate in public or private, for the transaction of business in common or for enjoyment. That this is no new feeling, will appear "on reference to the opinion of Chief Justice Gibson, in Hobbs *vs.* Fogg, where it is shown that negroes were treated in the earlier legislation of this State, as a race apart, who could not be trusted with the duty of providing for their own subsistance, and must be forced to work by imprisonment, and even by blows, that they were prohibited from mingling their blood in marriage with the whites, and were not freemen for political purposes, even when free from actual bondage. And the Chief Justice went on to hold that their condition remained so far unaltered by the act of emancipation passed in 1780, that they were not entitled to vote, under the constitution adopted in this State in 1790, although that privilege was conferred, by the express terms of that instrument on all freemen. The decision thus made was virtually ratified not long afterwards, as that which the people of this State meant should be the supreme laws if it was not so already, by the introduction of the word "white" before the word freemen, in the clause which gives and defines the power of voting, in our present constitution. Some may think that the sentiment thus shown unmistakeably, runs counter to the teachings of religion and philosophy, and others hope that it may be removed or mitigated by time, and the gradual advance of the negro in morals and civilization. The material question for the purpose of the present inquiry is, whether it can be disregarded with advantage to the community, and those who are its objects. Certainly the law ought not to move a hair's breadth from its course, nor sacrifice the rights of the humblest and most forlorn individual, in obedience to the caprice or will of the greater number; mere will being no fit basis for law, which should always be the enunciation of what is right and fit for the good of the whole, and not the expression or gratification of the wants and wishes of those who legislate. But when it becomes necessary to lay down rules for the government and association of men in public, public sentiment must be consulted with caution indeed, and not without some reluctance, but still consulted, as a necessary element, without which the problem cannot be solved correctly, or any permanent good attained in practice. And when a nation suffers as ours does, from the misfortune of having two races within its bosom, one dominant the other enslaved or subject, one long civilized, the other emerging from the shades of barbarism, and each indelibly marked by diversities of manners, color and physiognomy, there is much in the relation between them which must be left to the lessons of experience, and the tribunal of public opinion, which cannot be arbitrarily forced or hastened, without producing or augmenting repulsion and antipathy, and endangering a collision, which must necessarily prove disastrous to the weaker party.

In the belief, then, that the regulation now before us is a wise one, or if not wise, will work its own cure best when least molested, we enter judgment for the defendant on the point reserved at the trial for our decision.

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This line is now in operation from Dayton, Ohio, to the State line in Union City, a distance of 47 miles. We learn that efforts are being made to extend it to Portand, Ind., a further distance of 19 miles. The road bed is all graded, and a comparatively small expense will be required to complete it to that point. When finished a rich section of country would be opened up, which would largely increase the business of the road to Dayton. The part already constructed has earned sufficient to pay the interest on the first mortgage bonds, and leave a handsome surplus.

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NEW YORK CENTRAL RAILROAD COMPANY,
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FIFTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the Capital Stock thereof, payable on the 20th day of February instant, upon Stock registered at New York, Boston or Albany, and on the 20th day of March next, upon Stock registered at London.

Stockholders whose Stock is registered at New York will recive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Tranfer Books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Friday, the 22d day of February instant.

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January 15th, 1861. 613

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE, Albany, Jan. 19th, 1861.

THE Transfer Books of this Company will be closed at the close of business on Thursday, the thirty-first day of January instant, and will be re-opened on the morning of Friday, the twenty-second day of February next.

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414

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The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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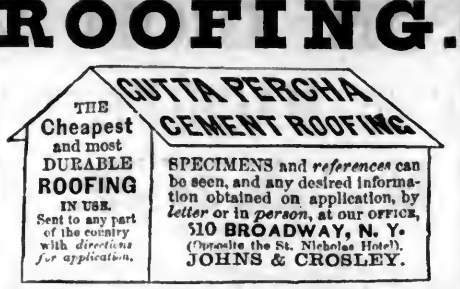
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Residence, *Vandalia, Ill.*

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City of Mexico,
MEXICO.

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Chief Engineer, Peoria and Hannibal Railroad,
LEWISTOWN, ILL.

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Civil Engineer, Atlanta, Ga.

Theodore D. Judah,
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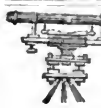
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OF THE

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AND

CANALS

OF THE

UNITED STATES

OF AMERICA

EXHIBITING THEIR

Progress, Cost, Revenues, Expenditures

AND

PRESENT CONDITION.

By HENRY V. POOR, Esq.,

Editor of the AMERICAN RAILROAD JOURNAL.

Illustrated by large and elegant Maps.

THIS work, which is the first of its description eve issned, and which traces the history of AMERICAN RAILROADS AND CANALS through their varying fortunes from the earliest period to the present day, has been written under peculiarly favorable circumstances, whether in relation to editorial experience, or the possession of the material necessary for the proper illustration of the subject, and on these accounts claims a reliability as to facts and deductions which under other auspices could not have been obtained. It is based principally on official reports published from year to year, and which for the past THIRTY YEARS have been accumulating in the office of the AMERICAN RAILROAD JOURNAL. To collate these, and present the essential facts relating to each enterprise, has required patient research and persistent labor. The result has been more successful than could have been anticipated under any circumstances—the general history, the progress of construction, the financial movements and the business operations of every road and canal in the United States being given in detail, the aggregate of all summed up and the averages deduced. The present condition of each work is elaborately set forth in full descriptions of property, share capital, bonds and other evidences of debt, etc., etc.; and the several departments of the subject are so carefully classified and arranged that comparison is rendered easy. The publishers, indeed, have no hesitation in presenting the work to all interested in internal improvements as complete and accurate in every respect—one that in reviewing the past lays the foundation for the future, and which is indispensable alike to the merchant, the banker, the contractor, and indeed to all who invest capital in railroads or canals.

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6.	" 15	"	1 to 1	18.	" 26	"	1½ to 1
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10.	" 18	"	¾ to 1	22.	" 30	"	1½ to 1
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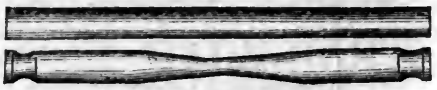
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, February 23, 1861.

Sandusky, Mansfield and Newark Railroad.

The earnings of this company for the fiscal year ending December 31, 1860, were:

From Passengers		$75,539 49
" Freight		94,568 60
" Mails, express, etc.		15,826 29
Total		$185,934 38
And the expenses were:		
Conducting transportation	$43,665 00	
Maintenance of way	56,570 52	
Oil and fuel	14,140 58	
Stations	17,167 46	
Salaries and agencies	15,843 41	
Shops	2,269 61	
Advertising, etc.	1,110 66	
		151,767 24
Leaving as net earnings		$34,167 14

Compared with the previous year, the earnings show a decrease of $257 38. The increase in expenses was $6,947 52, and was in part occasioned by the unusual freshets of April last, which carried away, or seriously damaged, no less than sixteen bridges and culverts. Some of these have been rebuilt with substantial mason work, in the place of the light trestle work of which they were originally built.

Of this class is the one over the North Fork of the Licking river, which was rebuilt at an expense of $3,000, having a span of 140 feet. A new bridge, 203 feet long, has also been constructed over Owl Creek, near Fredericktown. Near Lexington, a new bridge; 186 feet in length, has been built across the Clear Fork of Mohican, and an embankment substituted for 207 feet of trestle. The total length of new bridging built in 1860 was 1,172 lineal feet.

Over ten miles of the track south of Mt. Vernon, have been entirely rebuilt, and thoroughly ballasted. During the year, 44,442 new ties have been put down. A new side-track of 400 feet has been constructed near the "Summit," south of Mansfield, and the "Sidings" at Sandusky, Monroeville, Shelby Junction, and Mansfield, have all been rebuilt, or have undergone repairs.

During the year there was laid up 1,308 perches of masonry; 60 tons of new iron were placed on the track; and 16 tons of new chairs and 6 tons of new spikes have been used.

A convenient and substantial depot for freight and passengers, 45 feet wide by 170 feet long, has been constructed at Sandusky, at a cost of $2,577 10. A turn-table has also been built at a cost of $750.

The receipts from all sources during the year were $195,580 99, and the disbursements were $192,826 06—leaving a balance in cash of $2,754 93. Included in these disbursements is $7,425 24 for taxes; $35 for interest on first mortgage bonds; $6,418 75 for interest on domestic bonds; and $16,872 in liquidation of domestic bonds *overdue.* This extinguishes all that class of bonds which became due July 25, 1858, except $300 which have not been presented. Another instalment of $25,000 became due July 1859, on which only $100 has been paid. The third instalment for a like sum matured in July last, no portion of which has been paid. The fourth instalment for a like sum matures in July next. In settlement with the receiver of the old Company, a balance of $31,600 was found to be due him. Of this, $11,600 has been paid in cash, and the balance in notes of the company of $5,000 each, which mature in April and October 1862 and 1863. The President in his report says:

The Board believe that it is alike the interest and the duty of this company to discharge these debts at the earliest date practicable. We have, again, to express our gratification that the holders of these *past due* obligations have, universally, exercised a generous forbearance towards us; in this, we think, they have consulted their best interest.

The Directors will here renew their regret that the income of the road has been inadequate to meet the interest on the company's mortgage bonds. The almost total destruction of the grain crops of 1859 left us no hope of paying the January or July coupons of 1860; but it was hoped that the earnings of the last six months would enable us to pay a half year's interest on the 1st inst. In this we have been disappointed. The earnings for August, September and October were *fair*, but much below our expectations. The almost total prostration of business since the middle of November has so far diminished our income that it has been little more than sufficient to defray current expenses. In the present deranged state of trade, we can hardly expect any considerable increase of receipts until after the opening of Lake navigation next spring. Only a slight portion of last year's liberal harvests has yet been brought to market—much the larger share is believed to be still in the hands of the producers, and we can but hope that next spring's prices may be such as to induce the holder to market their surplus freely, and thereby largely increase our traffic. If our expectations in this behalf are realized, we confidently rely our ability to pay a half year's interest the ensuing summer.

GENERAL STATEMENT.

Capital stock issued		$806,520 19
Capital stock, due receiver		42,250 00
1st mortgage bonds		1,290,000 00
Domestic bonds old series		75,200 00
" " new "		20,000 00
Funded coupons—bills payable, special		105,509 78
Profit and loss		222,831 92
Bills payable		1,208 81
Sundry accounts		25,355 76
		$2,588,876 46
Railway property		$2,309,125 13
Coupons, 1st mortgage bonds		122,751 06
do. do. funded		105,509 78
do. domestic bonds		18,141 00
do. do. over due		3,506 99
Stock on hand		11,926 14
Sundry accounts		15 161 43
Cash on hand		2,754 93
		$2,588,876 46

The office of the company is at Sandusky, Ohio.

The officers and directors for the ensuing year are:

President—Wm. Dubbin.

Directors—Wm. Durbin, Wm. P. Chapman, John W. Sprague, Samuel M. Robinson, Robt. McComb, H. P. Warden, Jas. E. Woodbridge, Jerome Buchingham, and Jas. Lyon.

Treasurer—W. P. Chapman.

Assistant Sup't—Jas. H. Stewart.

Secretary—John W. Sprague.

Central Railroad and Banking Company of Georgia.

We have received the report of this Company for the fiscal year ending November 30, 1860, from which we learn that the earnings of the road during that time were:

From up freight (westward)		$668,048 00
" down freight (eastward)		659,961 13
" through passengers		103,986 06
" way "		174,495 85
" passengers on Gordon & Eatonton Railroad		21,358 92
" U. S. Mails		36,450 00
" passenger train and express freight		39,597 98
" incidental, storage, etc.		11,127 07
		$1,715,025 01

The expenses for operating the road were:

Transportation expenses	$230,734 86	
Maintenance of motive power	227,916 45	
Maintenance of cars	109,533 92	
Damage	10,905 06	
Repairs of road, bridges, culverts and buildings.	242,002 29	
All other ordinary expenses	21,890 46	
Extraordinary expenses	107,467 18	
		950,450 22
Leaving actual net earnings		$764,574 79

Compared with the previous year, the gross earnings show an increase of $81,077 17
With an increase in expenditures of 156,106 76
Making the decrease in net earnings $75,029 59

The increase in expenditures is attributable to the increased price of labor and materials, and the increase in the number of trains run. Two new passenger and two new freight engines were purchased during the year; one freight engine had been finished, and another nearly so, in the company's shops, and materials for two other engines paid for. The total amount expended for these new machines was $53,939 93—of which, $45,080 93, has been charged to maintenance of motive power, and $8,859 to tools and machinery. There have also been built in the company's shops, 85 freight cars, at a cost of $40,000. These two items will satisfactorily account for increased expenditures for motive power and cars. In addition to which, two Ericsson engines for pumping water have been purchased, one wind mill erected for same purpose, three iron cisterns put up, and pipes, hydrants, etc., completed—all of which is included in the ordinary expenditures for working the road.

The extraordinary expenditures are given above at $107,467 18—of this sum, $23,398 was expended for passenger house and sewer at Savannah; 8,935 89 for freight house at same place; $25,521 74 for new bridge and trestle across Ogeechee canal at Savannah; $11,887 12 for new tools and machinery in shops; $9,119 61 for freight house, offices and shops at Macon; and the balance for other permanent improvements upon the line of the road.

The company have 59 locomotives, nearly all of which were in good running order; 22 first class passenger, 6 second class passenger and baggage, 4 mail, 14 baggage and package, 3 express, 23 conductor's, and 657 cars for freight, etc.—making a total of 729, an increase over the previous year of 65.

During the year, 413,314 bales of cotton have passed over the road—an increase over the previous year of 23,126 bales.

The number of miles run by passenger trains has been 325,432, by freight trains, 554,036—total miles run, 879,468. The earnings per mile run were $1 95, the expenses $1 08, the net earnings 87 cents.

The cash receipts from Road and Bank have been as follows:

From Road		$1,696,998 52
From Bank		113,371 10
		$1,810,369 62

Disposed of as follows:

Railroad expenditures	$950,450 22	
Bank "	17,569 36	
Dividends declared	458,340 00	
Interest on 7 per ct. b'ds	6,959 24	
		1,433,318 82
Carried to reserved fund		$377,050 80

The reserved fund now amounts to $1,015,028 96, and the appropriation of $120,000 for depot buildings, etc., remains untouched.

General Statement.

Railroad capital		$4,366,800 00
Bank capital	$300,000 00	
Circulation	252,226 00	
Unclaimed dividends	26,730 36	
Dividend No. 35	233,340 00	
Deposits	164,059 99	
Suspense account	4,578 20	
Due other banks	21,343 09	
		1,002,277 64
Bonds bearing 7 per cent. interest		86,067 00
Appropriated for depot buildings		120,000 00
Reserved fund		1,015,028 96
		$6,590,173 60
Cost of road and appurtenances		$4,366,850 00
Notes and bills discounted and bills receivable	$730,250 41	
Due by city banks	167,371 12	
Due by other companies	50,803 37	
Real estate	33,060 86	
Due by agents	43,272 09	
Due by banks out of the city	5,263 73	
Coin	182,684 04	
Notes of city banks	17,093 00	
Notes of distant banks.	6,220 00	
		1,236,018 62
Bonds of other companies		75,606 58
Stocks " "		862,835 40
Negroes belonging to Company's road		58,863 00
		$6,590,173 60

The office of the Company is at Savannah, Ga. The officers and directors for the ensuing year are:

President—R. R. Cuyler.

Directors—R. R. Cuyler, Andrew Low, John R. Wilder, D. H. Baldwin, John W. Anderson, Thos. Purse, F. G. Dana, Geo. L. Cope, Octavus Cohen.

Superintendent—G. W. Adams.

Treasurer—J. A. Courvoisie.

Cashier of Bank—Geo. A. Cuyler

Coal Burning on the Central Railroad of New Jersey.

We gave last week an abstract of the annual report of this company. Below we give the "*Report on Coal Burning*," prepared by John O. Sterns, Esq., Superintendent of the road, which accompanies the report of the directors. He says:

From the year 1838, when the first engine was placed upon the road, to 1846, when the present Company was organized, Southern and New Jersey yellow pine-wood was used exclusively for fuel; except for about six months in 1841, when bituminous coal was used. From 1846 to 1853, Southern pine-wood continued to be exclusively used by the Company as a fuel. From 1853 to 1857, oak wood obtained upon the line of the road was exclusively used. From 1857 to 1861, oak wood was still the principal fuel, but anthracite and bituminous coals have also been used to generate steam upon such engines as were designed for that use. From April 1st, 1858, to January 1st, 1861, is the period from which I propose to make comparisons of the Company's experience in different kinds of fuel.

The Company have, at the present time, thirty-eight engines, six of which have been altered from burning wood to burning bituminous coal, twenty-four that burn wood, and eight that burn anthracite coal having been constructed for that purpose. During the last two years and nine months the wood engines have run 1,353,909 miles, the anthracite coal engines 165,585 miles and the bituminous coal engines 112,757 miles—being a total of 1,632,251 miles.

The Essex was the first anthracite coal-burning engine owned by the Company, It was placed upon the road in 1856, and was built at the Taunton Locomotive Company's shops as an experimental machine. The boiler was of the Dimpfel plan. The fire-box and fire-surface arrangements were defective, causing a failure, although it ran 11,000 miles, principally upon passenger trains. No reliability could be placed upon its performance. The engine was rebuilt in 1859, and the boiler was replaced by a new one. It has since run 29,000 miles, principally upon passenger trains, averaging 56 miles to a ton of coal consumed. By averaging the wood consumed by five engines, of about the same capacity as the Essex, and running upon similar trains, their average has been 54 miles to a cord of wood, which, rated at $5 per cord of wood, and three dollars per ton of coal, makes a difference of cost of 4 cents per mile in favor of coal.

The next two anthracite engines were built by the New Jersey Locomotive Company at Paterson, namely, the Middlesex and Union, and were put upon the road in 1858. The Middlesex has six driving wheels, four feet in diameter, and seventeen by twenty-four inch cylinders, and has run upon coal trains 24,377 miles, and averaged 23 miles to a ton of coal consumed. The Union has four driving wheels, four feet in diameter, sixteen by twenty-two inch cylinders, has run 40,000 miles upon coal trains, and has averaged 25 miles to a ton of coal consumed. We have no wood engine similar to the Middlesex to compare with it. In comparison to the New Market, North Branch, and Clarksville engines, of about the same capacity, and doing the same kind of service, all having the same size cylinders and wheels, the fuel for the Union was about 4 cents less per mile run than it was for the wood engines.

The next anthracite engines were built by Danforth, Cooke & Co., in 1859, namely the Somerset and Hudson, and both have six driving wheels, four feet in diameter, and seventeen by twenty-four inch cylinders. The Somerset has run upon coal trains 22,500 miles, averaging 21 miles to a ton of coal. The Hudson has run upon coal trains 24,600 miles, averaging 22 miles to a ton of coal. We have no wood engine similar to these with which to compare them.

The next anthracite engines, namely, the Bergen, built by the New Jersey Locomotive Company, and the Hunterdon and Warren, built by the Rogers Locomotive Company, were placed upon the road in 1860. They each have four driving wheels, four feet in diameter, and sixteen by twenty-four inch cylinders, and are all upon coal trains. The Bergen has run 9,700 miles, and averaged 31.3 miles to a ton of coal. The Hunterdon has run 9,100 miles, and averaged 29.3 mies, to a ton of coal. The Warren has run 7,600 miles, and averaged 32.4 miles to a ton of coal. The three engines have run 26,400 miles, at an average of 31 miles to one ton of coal; which, at $3 per ton, makes the cost of fuel per mile run 9.7 cents. For comparison with these, I take three wood-burning engines, about equal as to capacity, having the same number and size of driving wheels, and the cylinders averaging about the same, and also doing about the same kind of service; but the average of the latter is for two years and nine months, while the anthracite engines have run but a few months. The wood engines have run 188,000 miles, averaging 28.8 miles to a cord of wood. Rated at $5 per cord, this makes the cost per mile run 17.3 cents, or the cost of wood 7.6 cents more per mile run than the cost of coal, for the three compared coal engines. The latter being new and in perfect order, and having run but a few months, I think that 7 cents per mile could be relied upon as a fair basis of difference in fuel.

In comparing the difference of cost between the use of bituminous coal and wood, I rate the wood at $5 per cord, and the coal at $5 per ton. I find that in using bituminous coal as fuel, in the different engines built for wood but altered for that purpose, the cost per mile run has varied materially, being from 1 to 7 cents less per mile than the cost of fuel used by similar engines still burning wood. The cost of fuel of the Ashbury, before it was altered to burn coal, was 20.3 cents per mile run; and with coal, since altered, 16.3 cents per mile run. The cost of fuel of the Craneville, before it was altered, was 17 cents per mile run, and with coal, since altered, 16 cents per mile run.

The difference of cost in the two Swinburne engines has been 7 cents per mile in favor of the one burning bituminous coal, the two engines being alike as to capacity in every particular, except that the cylinder of the one burning coal is one inch in diameter less than the one burning wood.

I think the average difference in the experience of the company thus far, has been a saving of fuel by the use of bituminous coal of about 3 cents per mile run.

To arrive at the comparative difference in the cost of the different kinds of fuel to be hereafter used, will require more experience in the use of coal, and engines for generating steam, than the company now have. While their experience in engines and wood consumption has not been unlimited, still they have paid particular attention to economy in the consumption of wood for the past three years. The engines have been fitted with all approved improvements, and the most experienced engineers have been employed, at large salaries, with the object of economizing the fuel, and the consumption shows a large reduction over former years, more especially for the first two years. For the past year there has been no improvement over the preceding years. The wood consumed for the last three years has cost the company about 14 cents per mile run. For the four years preceding it cost a fraction over 15 cents per mile run. The engines used in the first four years were not as well adapted for the services they performed as those in use for the past three years, and a larger proportion of them were inferior and not as economical in the consumption of fuel, and of the last three years they have also more uniformly drawn full loads; so that it is reasonable to presume, that no material further reduction will ever be made in the quantity of consumption or in the cost of wood; while the company can, by further experience and improvements upon anthracite coal-burning engines, and by their engineers having more experience in its use, anticipate great improvements in the use of anthracite coal as to quantity, without much fear of its cost increasing.

All our anthracite coal-burning engines except the last three, namely, the Bergen, Hunterdon, and Warren, have been constructed in accordance with the views of the builders; although suggestions were made by our master mechanic to some of them, and adopted as the size and arrangements of the fire-boxes. I do not consider any of them as perfect or medium coal-burners. The Bergen, Hunterdon, and Warren were constructed as to the fire-boxes upon Milholland's plan, and are as perfect coal-burners as any machines that we know of; but they have only run a few months, and consequently we cannot determine the difference in cost between good machines using wood and good machines using anthracite coal. The actual cost is not to be determined merely by the cost of fuel, but by the cost of the fuel and cost of repairs to the engines for several years. The cost of repairs of our anthracite engines, except the Bergen, Huntingdon, and Warren, has been very large, double the amount it was upon our wood engines; but some of them are very heavy and draw large loads, which reduces the cost per ton. The expenses have not been caused wholly by burning coal, but partly from imperfect work in their construction.

If the three comparatively perfect anthracite engines make a saving in fuel of 7 cents per mile run, over three equally good wood engines, the difference in cost of repairs cannot exceed 3 cents per mile run, leaving a net saving of 4 cents per mile run by substituting anthracite coal for wood, and would have saved the company over $20,000 the last year, if all their freight trains had been drawn by good anthracite coal burning engines.

From our present experience, I am satisfied there is a saving by using bituminous coal instead of wood, and that it is expedient to alter several more of our wood-burning freight engines to burn bituminous coal, especially as the change is easily and cheaply made; and that there is a very large saving in using anthracite coal instead of wood to generate steam. What actual amount can be saved, time and further experience will alone determine.

East Indian Railroad.

The Brahminee bridge is one of the largest structures on the newly opened portion of the railway between Cynthia and Rajmohal. It consists of 9 iron girders of 60 feet span and 7 brick arches, of 30 feet span each. The total length from abutment to abutment is 950 feet. The height from the bottom of the foundations to rail level is about 40 feet, and the height of rail level above the bed of the river is about 30 feet. This bridge was originally intended to consist of 24 semi-circular brick arches, the river piers to be founded on undersunk wells. The foundations of both abutments and two land piers were got in in accordance with this design; but the difficulty of obtaining a sufficieny of bricks within a reasonable time (owing to a scarcity of fuel, all of which had to be carted from Raneegunge, a distance of about 70 miles) induced a modification of the orginal design. This was therefore altered to a substitution of iron girders for brick arches. The undersunk well foundations were also dispensed with, as it was found during prosecution of the works that, by the employment of Appold's centrifugal pumps, worked by portable engines, the water could be kept under, so as to admit of the sand being excavated and the piers founded upon the clay. This turned out to be a more expeditious and satisfactory method than the slow and tedious process of well-sinking, in our opinion a rather questionable idea for general adoption in the construction of foundations in this country. The whole of the river piers were got in to above flood level in one season by the employment of four Appold's pumps, worked by four small portable agricultural engines, whereas it is doubtful whether otherwise the wells would have been completed in two seasons. The bridge is the highest on the line between Calcutta and Rajmehal. Its great height gives it a light and airy appearance, and altogether the structure forms one of the most attractive engineering features on the newly opened line. The work was carried on under the superintendence of Mr. Perry, district engineer, ably assisted by Mr. Powell, engineer resident, and who, we have been informed, has since joined the Government service, and has been selected to construct the large bridge on the Grand Trunk road over the Barruckur river. We have no doubt Mr. Powell's energetic and vigorous supervision will soon become apparent on his new undertaking, and that this great work, which has long been almost standing still from some cause or other, will be rapidly completed, with credit to himself and to the complete satisfaction of the Government of India.—*Calcutta Engineer.*

New York Central Railroad.

Gilbert L. Wilson, Esq., Treasurer of the New York Central Railroad Company, has issued the following notice:

The following regulations in reference to the transfer of stock and the issuing of Stock Certificates in this company, will take effect on the re-opening of the transfer books, on Friday, the 22d day of February inst.

First—The full name and place of residence of every person to whom stock is transferred, must be stated in the instrument of transfer, and in the Stock Certificate corresponding therewith. In case of transfers to firms, the name of the firm, and the place where its business is conducted, must be stated.

Second—In every application to transfer stock, by virtue of a power of attorney, the power must be filled up, dated and signed, so as to be a complete instrument before a transfer is permitted under it. No transfer is to be allowed under an open or defective power.

Third—If a certificate is presented in which there has been an alteration, interlineation or erasure, the application to transfer the stock represented by such certificate must be declined and the applicant referred to this office.

Journal of Railroad Law.

OMNIBUS ROUTES AND CITY RAILROADS; RULE OF DAMAGES FOR NOT PURCHASING PROPERTY AS REQUIRED BY ACT OF INCORPORATION.

The case of Moore & Company *vs.* the Greene & Coates st. Passenger Railway Company grew out of a refusal on the part of the defendants to purchase the property of the line of omnibuses running for a part of their route on Greene and Coates street, as required by their act of incorporation passed April 12th, 1858.

The defendants were invested with power "to construct a passenger railway, beginning at Oak street running west along Green street to Twenty-second street, thence northwestwardly along Twenty-second street to Coates street; thence northwestwardly along Coates street, with a double track, to the river Schuylkill; thence eastwardly along Coates street to the place of beginning."

The same act contains this provision: "And the said company, before commencing to use said streets, shall purchase at the option of the owners, the stock of horses, omnibuses, sleighs and harness owned and used upon said streets at the time of commencing the said road, at a price to be assessed in the following manner: The said owners shall choose *one* disinterested person, and the

company shall choose a *second* person, and the two, thus chosen, shall choose a *third*, who together shall be disinterested persons, and shall appraise such stock, and the value thus arrived at, shall be binding and final."

The plaintiffs set forth that they were owners of a line of omnibuses, for the transportation of passengers, on Green street, running from Twelfth street to Twenty-second street in the city of Philadelphia, and used a stock of omnibuses, horses, sleighs and harness, for the purpose of carrying on said business—that the defendant constructed the railway on the prescribed route—that the plaintiffs gave notice to the defendants that it was their option that the defendants should purchase the stock of omnibuses, etc., and ascertain the price to be paid in the mode pointed out by the Act of Assembly—that for this purpose the plaintiffs appointed an appraiser on their part, "yet the defendants, not regarding their duty, did refuse and still refuse to appoint an appraiser according to the terms of the Act of Assembly."

The principal facts stated in the declaration were admitted or clearly proved, and it appears that after the defendants refused to join in the appraisement, the plaintiffs ran their omnibuses on the old route for nearly a year; subsequently they instituted this action.

The real controversy was narrowed to the questions:

1st. Whether the line of omnibuses, etc., belonging to the plaintiffs, was included in the terms of the Act of Assembly.

2nd. Whether the fact that the plaintiffs, after the refusal of the defendants to join in the appraisement, continued to run their omnibuses on the route which they had previously used, was a waver or bar to the action.

3rd. In what manner the damages should be termined.

The larger portion of the route of the omnibuses was upon the street *not* on the line of the railway. The omnibuses diverged from Green street at its point of junction with Twelfth street. The course was then southward on Twelfth street to Chesnut street, down Chesnut street to Fourth street, and thence southward on Fourth street to Walnut street, and down Walnut to the Merchants' Exchange. About two-thirds of the distance traveled by the omnibuses was not on the line of the railway. The interference or competition between the parties was, therefore, but on *one-third* part of the omnibus route.

The action was brought in the District Court, Philadelphia. The following is the decision of the Court.

STROUD, J.—After much consideration, we do not see that this circumstance stands in the way of the plaintiffs' recovery. A few words would have rendered the meaning of the Legislature free from doubt, if it was intended to make any distinction between the plaintiffs' line of omnibuses, which passed over a portion of the railway, and other lines which ran completely on Green and Coates streets, and on these only; and as the defendants were the party who applied for the grant of the railway—were the party to be benefitted by it, we think it is not an inequitable rule to construe the Act most strongly against the company. We decide, therefore, that the plaintiffs' line of omnibuses were embraced by the terms of the Act of Assembly. That the cause of action was complete on the refusal of the defendant to concur in making the appraisement.

It is very desirable, wherever it can be safely done, to adopt a fixed rule for the ascertainment of damages in a particular case. And in general, in actions *ex contractu*, this is practicable.

The present, although not strictly an action of this description, bears so close a resemblance to one, that it is not distinguishable in principle. The Act of Assembly provides, that if the plaintiffs should elect to sell their horses, etc., to the defendants, the defendants should become the purchaser, at a price to be ascertained by appraisers.

The plaintiffs made such an election, and communicated to the defendants that they had done so, and requested the defendants to co-operate with them in determining the price to be paid in the mode prescribed by the Act of Assembly. The defendants denied their obligation to buy, and refused to participate in the appointment of appraisers.

On this refusal several courses were opened to the plaintiffs: 1st, They might have *tendered* the horses, etc., to the defendants, and whether accepted or not, an action could have been brought, immediately, on which they would have been entitled to recover the whole value of the things tendered. 2nd, Or the plaintiffs might have sold the whole either at public or private sale, and sued for the difference, if any, between such value as they should show on the trial, to be the proper one, and the sum which should be obtained at the public or private sale. The sale should, in such case, be as promptly made as, under the circumstances, could be reasonably effected. All necessary expenses incurred in such sale might also, I apprehend, be recovered. 3rd, Or, the plaintiffs, without making either a tender or a re-sale, might have brought suit for damages on the mere breach of contract by refusal to join in the appraisement.

The two last modes rest upon the same principle, and cannot be properly classed as two remedies—the only difference between them being in the facility of proving the damages. Where there has been a prompt sale, the difference between the proceeds of this and the consideration agreed upon in the contract, is usually a fair measure of the damage, and this is readily shown. When there has been no sale, but the property has been retained, the difficulty of proving the damage to the seller is, ordinarily, very great. Indeed, except where there has been a *fall* in the market, intervening the original sale and the time of the breach, the damage must be little more than nominal.

In the case before us, the plaintiffs did not *tender* the horses, &c., to the defendants, nor resort to a resale within a *reasonable* period. They are to be regarded therefore, as having *elected*, after the breach had occurred by defendants' refusal to join in the appraisement, to retain all the property constituting the omnibus line, and seek redress by what, for convenience, I have designated the *third* kind of remedy.

The plaintiffs examined many witnesses, who alleged that they were competent judges of the value of horses, omnibuses, &c., and who testified that they had full knowledge of the age, size, appearance and properties of the several horses which were owned by the plaintiffs and had been driven to the omnibuses, and knew also the condition of the omnibuses, sleighs and harness. They gave evidence of what the omnibuses when *new* were worth, and of their depreciated value by the introduction of the railway cars. A *new* omnibus was said to be worth at least $600—and after the introduction of the railway cars, the highest value placed upon one which had been used but a few years and was in good condition, (a description which applies to the plaintiffs' stock,) was $100.

The witnesses agreed, generally, in fixing a high value upon the *horses*. They were said to be superior to those in any other omnibus line in the city. But no one undertook to say that the substitution of cars, for omnibuses had contributed to lessen the price of a horse suited for an omnibus. There was no reason to believe from the evidence that horses of this description would not command as high a price for the one service as the other. The same remark may be made in respect to the *harness*, and no particular attention was bestowed upon the sleighs.

The line of omnibuses consisted of *twelve*, most of which were three years old, and there were upwards of *fifty* horses, and many sets of harness.

The jury have awarded $15,648. There was no evidence to justify such a verdict, and nothing in the charge to account for so great an excess as it exhibits. Unless, therefore, the parties can agree upon a proper reduction, it will be necessary to grant a new trial.

Comparative Fuel Statement.

The following comparative statement of the cost of fuel for hauling one ton of freight one mile, on several of the leading railways of New England, for the years 1859 and 1860, deduced from the Legislative Reports, will be found interesting. Ten passengers are reckoned as equivalent to one ton of freight.

	1859. Tons hauled one mile.	1860. Tons hauled one mile.	1859. mills. Cost of fuel.	1860. mills. Cost of fuel.
Boston and Lowell	8,532,475	8,821,219	4.75	4.13
Boston and Maine	9,942,671	11,084,960	6.89	6.93
Boston and Worcester	14,675,811	15,117,079	5.63	4.75
Boston and Providence	9,485,781	9,877,378	4.36	3.82
Fitchburg Railway	11,381,712	10,476,891	4.10	8.52
Old Colony and Fall River	8,497,468	8,718,064	5.15	3.36
Western Railway	35,858,285	40,896,325	4.48	3.86
Providence and Worcester	5,061,721	6,139,594	3.73	2.82
Norwich and Worcester	5,986,895	6,240,977	4.49	4.78
Worcester and Nashua	2,514,202	2,774,007	3.20	7.35
Totals and averages	111,931,461	125,146,484	5.42	4.26

The table shows a reduction in all but two cases, and some very considerable reductions too. The Providence and Worcester road leads off this year, as last; this is a very crooked railway, and its equated mileage would, we believe, show more resistance per mile for grades and curves, than most roads in these parts, excepting the Western railway. The standard of comparison assumed in the table is good, being the cost of

hauling the unit of weight over the unit of length, (one ton one mile.) But even this is not quite a fair standard, nor can we get a standard in actual practice which shall be perfectly just; because, even supposing that we have the relative work done on two roads, for a common unit of fuel, the cost of that unit may be, and generally is, different on the two roads; and supposing that we have the tons hauled per unit of cost on each road, the unit of fuel again for that cost will vary. A road in Massachusetts, for example, may burn coal at $6 00 per ton, while a road in Maine may have to pay $7 00 per ton, or $5 00 per cord for wood. Supposing that with these prices coal is the cheapest in Maine, and that a ton of coal does just as much work in Maine as in Massachusetts, still the cost per mile, or even per ton per mile, in the latter State, might appear to show a better performance than in the former, while such should not be the case. When we have the lbs. of coal used per ton per equated mile, upon two or more roads, then we shall have exact data for comparison of performances, no matter what the cost per ton per mile may be. But the table above is valuable and interesting. Let us make, however, a few more comparisons. To show the effect of the cost of fuel upon the apparent relative performances, we have for the following roads divided the miles run by the dollars spent for fuel.

MILES RUN PER DOLLAR FOR FUEL.

Boston and Lowell	10.54
Boston and Maine	8.62
Boston and Worcester	7.27
Boston and Providence	10.20
Fitchburg Railway	9.20
Old Colony and Fall River	14.09
Western Railway	6.30
Providence and Worcester	12.77
Norwich and Worcester	9.80
Worcester and Nashua	10.79

The above, of course, is a rough statement, because the load hauled is left out. Below, again, we give something a little more definite, viz, the lbs. of coal used per ton hauled one mile. [Wood is reduced to coal by calling one cord of wood equal to one half a ton of coal.]

Providence and Worcester	1.17
Old Colony and Fall River	1.21
Boston and Providence	1.34

The three roads standing in the same order of economy as in the table at first above given. It will not seem strange that the Old Colony Railway should run 14.09 miles per dollar, against 12.77 on the Providence and Worcester Road, while the relative lbs. per ton per mile are, O. C. & F. R. 1.21 and P. and W. 1.17, when we come to divide the tons hauled one mile, by the miles run: it is thus found that while the Old Colony hauls 21.1 tons one mile per mile run, the Providence and Worcester hauls 27.7 tons one mile per mile run. This explains why, with coal at the same price, the Providence and Worcester Road, though running cheaper per ton per mile than the Old Colony and Fall River, runs less miles per dollar. Its mileage is more profitable.—*Am. R.. W. Times.*

Railroad Earnings.

The January earnings of the Macon and Western Railroad were:

1861	$34,903 34
1860	36,520 49
Decrease	$1,617 15

The traffic of the Great Western Railway of Canada for the week ending Feb'ry 8, 1861, was as follows:

Passengers	$9,463 50
Freight and live stock	23,574 86
Mails and sundries	1,274 26
Total	$34,312 62
Corresponding week last year	31,958 52
Increase	$2,354 10

The following shows the business of the Philadelphia and Reading Railroad Company for the month of January, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$105,474 30	$96,168 50
" " merch'dise	32,080 40	41,502 01
" " travel, etc.	23,551 45	25,880 34
Total	$161,106 15	$163,550 85
Transportation, roadway, dumpage, renewal fund, and all charges	102,678 88	109,375 80
Net profit for the m'th,	$58,427 27	$54,175 05
Profit for the previous month	128,412 46	108,315 53
Total profit for 2 mos.	$186,839 83	$162,490 58

The revenue of the Baltimore and Ohio Railroad for January was as follows:

MAIN STEM.		
From Passengers	$35,600 29	
" Tonnage	205,374 57	
" Mails	7,933 33	
" Express	6,199 09	
		$255,107 28
WASHINGTON BRANCH.		
From Passengers	$24,877 81	
" Tonnage	6,498 96	
" Mails	900 00	
" Express	1,188 57	
		33,465 34
N. W. VIRGINIA BRANCH.		
From Passengers	$3,304 94	
" Tonnage	17,569 85	
" Mails	866 66	
		21,741 45

Summary of Revenue for Jan., 1860 *and* 1861.

	1860.	1861.
Main stem	$227,347 57	$255,107 28
Washington Branch	35,748 25	35,465 34
N. W. Virginia Railroad	15,298 53	21,741 45
Totals	$278,394 35	$310,314 07
Increase		$31,919 72

The financial year of the Company commences with October. Comparing the revenue of the present with that of the past fiscal year, the following result is shown:

	1859-'60.	1860-'61.
October	$411,148 27	$485,662 55
November	421,259 92	429,093 44
December	345,952 09	327,081 18
January	278,394 35	310,314 07
	$1,456,754 63	$1,552,154 24
		1,456,754 63
Increase present fiscal year		$95,399 61

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 2, were $18,353 69
Week ending Feb. 4, 1860 53,529 08
Decrease in 1861 $5,175 39
Total traffic from July 1st, 1860 $2,056,639 40
Corresponding period previous year 1,620,478 74
Increase $436,160 66

The following are the earnings of the Great Western Railway of Canada for the week ending January 25, 1860:

Passengers	$11,614 98
Freight and live stock	30,707 63
Mails and sundries	1,437 46
Total	$43,760 08
Corresponding week of last year	30,007 10
Increase	$13,752 98

Annexed is an abstract of the receiver of the Cleveland and Pittsburg Railroad from Oct. 6, to Dec. 27, 1860:

To net assets in hands of Receiver, Oct. 6, as per last quarterly statement		$92,804
To sundry accounts since taken into account from the books of the Company		174 03
To gross earnings from Sept. 1, 1860, to Nov. 30, 1860—three months:		
Freight	$184,666 54	
Passengers	97,969 79	
Miscellaneous	15,362 29	297,998 62
Total		$390,977 12
Operating expenses from Sept. 1, 1860, to Nov. 30, 1860—three months	$160,007 65	
Mortgage interest	$27,495 00	
Interest and exchange	1,329 20	
		48,884 20
Lease from F. W. and C. R. R.		21,249 90
Buildings and construction account		6,112 82
Judgment in favor of M. W. Baldwin & Co.		10,300 00
Net assets in hands of Receiver		144,422 46
Total		$390,977 12

The statement of assets and liabilities in the hands of the Receiver is as follows:

ASSETS.	
Machinery, tools, etc.	$34,620 51
Materials for repairs	27,049 71
Fuel on hand	3,408 50
Bills receivable	15,906 07
Station agents, railroads, and personal accounts	68,948 46
Cash on hand	6,880 93
Total	$156,814 18
LIABILITIES.	
Bills payable	$12,397 72
Net assets	$144,222 46

The earnings and running expenses of the road during the three months are shown by the report to have been as follows:

Gross earnings	$297,998 62
Operating expenses	160,007 65
Net earnings	$137,990 97

The running expenses of the road were about $52⅔ of the gross earnings.

The following were the earnings of the Cincinnati, Hamilton and Dayton Railroad for January, 1861, compared with January, 1860:

January, 1861	$54,621 14
" 1860	47,736 30
Increase, 1860	$6,884 84

The January earnings of the Chicago and Rock Island Railroad were as follows:

Jannary, 1861	$80,655
" 1860	70,555
Increase	$10,100

Cincinnati Stock Sales.

BY KIRK & CHEEVER.

For the week ending February 18, 1860.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 1st Mortgage	7s	80 "
" " " 1st "	6s	75 "
" " " 2d "	7s	75 "
Indianapolis and Cincinnati, 2d Mortgage	7s	80 "
" " " 3d "	7s	70 "
Cinc., Ham. and Dayton, 1st Mortgage	7s	100 "
" " " 2d "	7s	86 "
Dayton and Western, 2d Mortgage	7s	40 "
City of Cincinnati, Railroad	6s	87½

STOCKS.	
Cincinnati, Hamilton & Dayton	70—71
Little Miami	80—81
Columbus and Xenia	85

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	30,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	—	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	139
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	299,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northbampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '59	61.3	1.0	63.8	—	29	72	368	New York and New Haven	4,663,222	661,546	—	2,980,839	2,219,000	—	5,582,431	117.4	432,024	828,692	283,333	3	....
30 Nov. '59	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	149,711	—	2,122,500	714,998	14,079	2,851,577	66.0	.....	351,689	139,365	—	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '59	102.5	—	....	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	92
31 July '59	50.0	—	....	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	—	7½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	66	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	71½
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	90	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	79½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,234	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '56	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,688	160,910	757,381	36.5	.....		40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186		281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791		545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....		30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....		164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	328,412	.....	—	150,497	300,000	75,000	.....	.....	.....		.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by		An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664		208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....		55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....		.....	.....	—	.....
								MARYLAND.														
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....		3,922,203	2,305,788	6	58½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427		462,880	290,840	9	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....		929,527	340,515	—	14
								MASSACHUSETTS.														
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by		Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....		544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484		915,626	450,096	8	111
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....		685,631	349,487	8	108½
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046		1,067,071	311,525	7	110½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456		118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....		297,096	153,154	8	70
31 May, '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,134,737	315,165	296,103	2,853,400	2,030,500	—	5,028,581	120.7	.....		699,152	343,916	—	71
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by		Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803		659,485	267,450	6	101
30 Nov. '59	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245		48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	.....	—	298,951	303,014	57,065	653,030	ope	r. by N.		H. & N'h	28,791	.....	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.		and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374		229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881		143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866		51,338	14,087	—	.....
30 Nov. '59	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....	—	223,176	675,000	2,853	901,029	8.4	20,888		22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591		646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480		48,355	27,000	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....		393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.		and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026		58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	.....	—	448,700	—	—	451,000	ope	r. by Ho		usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	.....	—	385,206	219,000	9,854	614,060	ope	r. by T.		and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478		246,798	106,317	—	14½
30 Nov. '60	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	11,029,079	*	—	5,150,000	6,269,520	—	.....	192.0	.....		1,881,350	888,254	8	113½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490		216,444	94,244	4	60
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....		.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....		365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	320.0	.....		2,417,915	886,697	—	56½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....		2,019,425	777,273	—	14
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....		.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....		.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....		.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....		.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....		584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....		176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....		250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....		.....	.....	—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.		497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....		256,159	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....		.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....		676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	.....	—	66,974	1,400,000	.....	.....	.....	.....		.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827		235,291	59,488	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....	—	246,018	150,000	109,982	506,000	ope	r. by Con		n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000		227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....		327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....		51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532		459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con		cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182		16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	.....	—	492,500	—	42,795	525,205	ope	r. by Eas		tern Ma	ss.	—	70
31 Mar. '59	20.5	—	25.8	3	2	—	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960		24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con		cord.	88,577	8	105½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....		59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657		353,101	187,136	4	51
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000		63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....		269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....		2,378,392	1,189,399	12	108
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....		152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871		870,954	520,672	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....		.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,822,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....		255,236	107,321	6½	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295	—	3,749,000	188,700	25,000	4,802,717	33.8	398,784		—	554,087	10	135
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....		.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.		Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.		Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.		210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—		15 344	3,368	—	.....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	44
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,196	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	343,021	154,369	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	77½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	33½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	15½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,000	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	90.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,632	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	70
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	94
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,298	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	19½
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	32⅝
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	88
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	....	5	3	—	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,863	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	75
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	812,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,607,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,600	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamspt & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,267	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '59	110.8	2.3	36.6	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	....	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	389,622	212,954	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	42½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	....	—	30	93	521	Phila., Wilmington and Balt.	7,042,018	744,426	139,396	5,600,000	2,419,300	190,918	8,464,241	—	604,566	1,236,598	60,713	6½	35⅝

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,344,803	81,126	—	1,755,803	1,292,700	67,869	3,378,707	60.0	113.7 5	80,583	29,690	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	----	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	----	1,321,847	33.0	----	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	----	----	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	----	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	2,919,554	164.5	----	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	----	159.0	117,895	675,832	310,199	3	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	177,566	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	----	----	90.7	98,856	102,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,854	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	----
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	----	----	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	—	—	1,350,000	----	----	1,350,695	ope	r. by Vt.	Central	----	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,168	88,131	1,534,194	----	----	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,616	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,546	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	----	143.2	240,130	554,203	292,988	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,063	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Sep. '59	204.2	10.7	----	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,608,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	----	357.0	1,360,900	----	----	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.3	----	----	----	European & North American	2,100,356	*	—	----	----	----	----	29.9	----	----	----	—	----
-- -- '59	60.0	—	----	—	----	----	----	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	----	----	----	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,362,828	48.7	----	1,550,873	1,936,131	12	113½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	350,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	95
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	89
2d Mortgage	2,000,000	---	------	17
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	---	1867	96
2d Mortgage	950,000	---	1880	85
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	95
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	74½
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	74½
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	74½
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	91½
2d Mortgage	2,600,000	---	1881	94
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	95½
2d Mortgage (S. F.)	1,738,000	7	1875	92
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	43
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	100½
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	96
Construction	4,115,000	6	1875	96
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	76
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	70
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	600,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	84,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	65
2d Mortgage	392,000	7	1873	----
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17
2d Land Grant (Western Div.)	353,600	†	------	17
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	133,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	961,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	98½
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	80½
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	74
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	75
2d Mortgage	2,175,000	†	1877	54
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	'	64
1st Mortgage (convertible)	650,000	8†	1863	67
1st Mortgage (convertible)	1,250,000	8†	1877	67
South-West Branch	350,000	8†	1866	60
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	55
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	97½
Premium Consolidated Stock	8,000,000	6	1883	97½
Real Estate	221,000	6	1883	97½
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1859	100½
3d Mortgage (convertible)	6,000,000	7	1871	90
4th Mortgage (convertible)	3,729,000	7	1880	81
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	65
Unsecured (convertible)	2,443,000	7	1862	65
Sinking Fund	2,193,000	7	1875	64
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	77
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
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Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101¾
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y's	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
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Peru and Indianapolis:				
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Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	59½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	65
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	65
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	65
*Vermont Central:				
1st Mortgage	----------	7	------	17½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	---	------	----
----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	72½
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending Feb. 20, 1861.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
FEDERAL STOCKS:—						
U. S. 5s, 1874	85	----	----	86	86	
U. S. 5s, 1865	----	----	----	----	----	
STATE STOCKS:—						
California 7s 88	----	----	----	88	----	
Georgia 6s	----	----	----	----	----	
Illinois 5s	----	----	----	----	----	
Indiana 5s 85	----	----	----	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s 66½	67	67½	66	67½	65	
New York 5s, 1874	105	----	----	----	----	
" 7s, 1864	----	----	----	----	----	
North Carolina 6s 78	79	79¾	78	78	78	
Ohio 6s, 1870	----	----	----	----	109	
Tennessee 6s, 1890 73	74	73½	73½	73	74½	
Virginia 6s 76	76½	76	76	75½	75½	
RAILROAD SHARES:—						
Chicago, Burl. and Q. 72	72	72½	72	71	71¾	
Chicago and Rock Isl. 58	58½	57½	58	57	57½	
Chicago and N. West.	----	----	----	----	----	
Clev., Painesv. & Ashl.	----	----	----	----	----	
Clev. and Pittsburg	9½	----	8½	8	----	
Clev. and Toledo 33½	34	33½	33½	32½	32½	
Del., Lack. and West.	----	----	----	----	----	
Galena and Chicago 72	73	72	72½	71½	72	
Hudson River 43	45	44½	44	43	43	
Illinois Central (scrip) 79	80	78¾	79½	78½	79	
Indianapolis and Cinc.	----	----	----	----	----	
Michigan Central 56½	57½	56½	56	56½	56½	
M. S. and N. I. guar'd, 32½	32½	32½	31	31½	32	
M. S. and N. I. 14½	14½	14½	14	14	14	
Milwaukee and Miss.	----	----	----	12	----	
New Jersey Central. 112	----	----	----	103½	----	
New York Central 78½	78½	78	77¾	77	77½	
New York and Erie 32	33	33	32¾	34¼	32	
N. York and Harlem 16	16½	16¾	16	16	15½	
N. Y. and H. "pref." 40½	40½	40	39½	38½	38	
Panama	113	114	113	114	113½	
Phila. and Reading 43	44	43½	43	42½	41½	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	
Chic. and N. W. 1st M. 40	40	40	40	----	39	
" " 2d M 17	----	17	----	----	17	
" " S. F. 77	----	----	76	----	----	
Cl. & Tol. S.F. 7 p.c.'85	74½	----	----	----	74½	
D. L. & W. 1M. 8p.c.'71-5 97	----	----	----	----	----	
" 2M. 8p.c.'81	----	----	----	----	----	
Gal. and Ch. 1M. 8p.c.'63	----	----	----	----	----	
" 2M. 8p.c.'75	----	----	----	----	----	
Hann. & St. J. 1 M. 8s	53	52	51	47½	43	
Hudson R. 1M. 7p.c.'69	----	----	----	----	100½	
" 2M. 7p.c.'60	----	----	----	----	----	
" 3M. 7p.c.'75	86	----	----	----	86	
Illinois Centr. 7 p.c.'75	----	95½	95½	95½	96	
" " 6 p.c.'75	----	95½	95½	95½	96	
L. Erie & Wab. 1 M.	----	----	----	----	----	
" " 2 M.	----	37	----	----	----	
Mich. Cen. S.F. 8p.c.'82 98	----	----	98	98½	----	
" conv. 8p.c.'69	----	----	----	----	----	
Mich. Southern 1st M. 81½	----	81½	----	----	----	
" " 2d M. 52	53	----	54	----	----	
" " S. F.	----	75	75	----	----	
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	
" 2 M. 8p.c.'77	----	----	----	----	----	
Northern Ind. 1 M.	----	----	----	80	----	
" " 2 M.	----	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
N. Y. C. 6p.c. certif.'83	96	----	----	----	----	
" 1 M. 7 p.c.'64	----	----	----	----	----	
N. Y. & E. 1 M. 7p.c.'67 102½	----	----	----	----	----	
" 2 M. 7 p.c.'59	----	102	----	----	----	
" 3 M. 7 p.c.'71 89	90	----	----	----	89	
" 4 M. 7 p.c.'80	82	----	----	----	----	
" 5 M. 7 p.c.'83	----	----	----	----	----	
" conv. 7p.c.'62	----	----	----	----	----	
" " 7p.c.'71	----	----	----	----	----	
" S. F. '75	----	----	----	----	----	
N. Y. & H. 1 M. 7p.c.'73 99½	----	----	----	----	----	
" 2 M. 7p.c.'64	----	----	----	----	----	
" 3 M. 7p.c.'67	----	----	----	----	----	
Penn. 1M. 7p.c. conv.'88	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	
Ph. and Read. 6 p.c.'60	----	----	----	----	----	
" " 6 p.c.'70	----	----	----	----	----	
T. H. and A. 1M. 8s'72	----	----	----	----	----	
" " 2M. 8s'70	----	----	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	92	----	----	
America, Bank of	106	----	----	----	----	
Commerce, Bank of	----	----	----	----	----	
Merchants' Exch. B'k	----	----	----	----	96	
Mercantile (Mar.) Ins.	----	----	----	----	----	
Commonwealth Bank	----	----	----	----	----	
Metropolitan Bank	----	----	----	----	----	
MINING STOCK:—						
Pittsburg	----	----	----	----	----	
Rockland	----	----	----	----	----	
Minnesota	----	----	----	----	----	
Isle Royale	----	----	----	----	----	
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	----	----	88	87	
Cumberland Coal Co. 7½	8	8	7½	7	7½	
Penn'a Coal Co.	----	----	----	76	76	
Pacific Mail S. S. Co. 84½	85	85½	84½	84	84½	
Canton 14½	15	14½	14½	14½	14	
Brooklyn Water W's. 100	----	----	----	----	100½	

The following are the closing prices in the London Market on the 5th February:

United States 5 p. c. red. '74	86	to	88
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	78	to	79
Do. Bonds, 1862, '71, '75 do.	58	to	60
Do. Shares, assented	29½	to	30½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, February 23, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The fluctuations in the Share Market the past week have been inconsiderable, there having been no startling political intelligence, if we except the inauguration of the President of the "Confederated States." This checked an advancing tendency in the market. The news we are daily receiving from Washington exerts no perceptible influence. We cannot expect a decided tendency in any direction till political matters take a more decided turn.

The Money Market presents no new features, except an increasing abundance. Exchange is slightly better, but shipments of produce continue on a large scale, with very small imports, rendering probable renewed imports of gold. Its excessive accumulation in our banks is one of the most unpromising features of the times, as it tends to embarrass the countries from which we receive it, while it exerts no tendency to relieve us of our financial embarrassments. At the present time we exhibit several curious anomalies, an almost entire stagnation of trade, with excessive exportations, which are largely paid for in gold, which is accumulating in our banks to an unprecedented amount. Such a condition of things is the millennium of the bullionist, but by no means of commercial prosperity.

Macon and Brunswick Railroad.

At the annual meeting of the Stockholders of this company, the following officers were elected for the ensuing year:

President—Hon. A. E. COCHRAN.
Directors—B. F. Ross, T. R. Bloom, Henry Bunn, L. N. Whittle, Geo. Walker, and J. T. Blain.
Sec. and Treasurer—ARTHUR DICKINSON.
Chief Engineer—A. N. ROGERS.

Illinois Central Railroad.

We have the report of this company for the past year which, in many respects, is the most favorable exhibit ever presented by this company. It has at least reached a point where the payment of interest on the debt of the company ceases to be a tax upon its capital or lands. The amount of annual interest will not exceed $1,050,000. The net earnings the past year were $856,630; the increase of net traffic for the first month of the present year over the past was $141,000. The landed property of the company, therefore, can hereafter be devoted to the payment of the debts of the company. The prospect of a large business for the coming year is very favorable. The State is full of produce, for which a good demand exists to the North and South.

In reference to the landed property of the company, we copy the following extract from the report:

LANDED PROPERTY:—It is ten years since the act of Congress conferred upon the State of Illinois the grant of lands. In 1852 Mr. Robert Rantoul, with marked ability, presented to his co-directors and the public, his views of the effect upon the population and resources of Illinois, by the construction of this railway, and the consequent advance in the value of property. Mr. Rantoul predicted that the census of 1860, would show over 1,700,000 population in Illinois, and that lands in twelve to fourteen years would command $12.00 per acre. The reasoning was conclusive to his associates, in face of the fact that Illinois counted at that period only 850,000 souls, with a space covering nearly 20,000 square miles, in the centre of the State, nearly destitute of population, and that upwards of eleven millions of acres of lands in the State, were offered for sale by the Government, at $1.25 per acre. At a later day, the Directors had to contend with prejudices in regard to the health of the prairie country, and the general conviction that the Government lands in Illinois, and the States west of it, would for one generation at least, at $1.25 per acre, prevent any prairie lands destitute of fuel, reaching such extravagant values. The great extent of the lands of the North-western Territory, was apparently the strongest argument against the fulfillment of Mr. Rantoul's prediction, and one which time alone could solve. The Illinois prairies have proved to be perfectly healthy, and the supply of coal and wood is ample. The pioneer has gone beyond Illinois to Kansas and Nebraska, and has discovered practically, the limit of avnilable land for agricultural purposes. Those elevated arid regions, dry in summer and cold in winter, are too near the great desert of almost perpetual drought. The Government surveys and meterological observations, render it certain that the limit of good lands between the thirty-seventh and forty-second parallels has been reached, and that the annual outpouring of the Eastern States will settle upon the lands of Illinois and Iowa. The most important crop, that of Indian Corn, is uncertain in the States north of these; and every season, farmers move down from Minnesota and Wisconsin, to the milder and more genial climate of Illinois. So long as Missouri and Kentucky continue Slave States, the lands in those States will not compete with the lands of Illinois, and this State will stand in relation to Missouri, as Ohio has for many years in relation to Kentucky, absorbing the emigration, and the value of land will increase in direct ratio with the gain in population. The census of 1860 shows 1,729,000, population in Illinois—nearly one-third of the entire gain in population of the six North-western States within the last ten years is within her borders. The value of land has quadrupled in these ten years—the tide of emigration to Illinois is constant, and with fifty per cent. more added to the population, it seems demonstrated, that land will double in value. Hence, I infer, that the unsold half of our lands will, during the present ten years, command nearly double the amount realized for the first half, and to secure this, I would suggest the policy of gradually advancing the price, without however, reserving a single acre from sale. After deducting upwards of one million of dollars of sales made in 1855, upon which parties have failed to respond to their engagements, our net sales are 1,260,273.46 acres at an average of $12.67 per acre,= $15,995,380. Of this $15,995,380 upwards of twenty-five per cent., or $4,195,398 have been collected in cash. The average of $12.67 includes the earlier sales at six to nine dollars per acre. Every acre sold for settlement, adds to the value of the remainder; and I estimate the ultimate proceeds of our lands as follows:

Acres.				
1,260,273 sold at...	$12.67			15,995,380
	Town Lots			152,603
200,000 to be sold.	$13..	$2,600,000		
200,000 " "	15..	3,000,000		
200,000 " "	16..	3,200,000		
200,000 " "	18..	3,600,000		
200,000 " "	20..	4,000,000		
100,000 " "	25..	2,500,000		
100,000 " "	30..	3,000,000		
100,000 " "	40..	4,000,000		
34,727 " "	50..	1,736,350		27,636,350
2,595,000				$43,784,333

The Land Notes in possession of the company on the 31st December were $12,598,083, and the sales the present year promise to exceed the aggregate sales of *the three preceding years*. This will be more clearly shown at the date of the Shareholders meeting, and if at that time our present hopes are sustained by the actual sales during the first five months this year, the Shareholders can determine the policy to pursue upon the assumption that, at the close of this year, the land notes will exceed the Funded Debt.

The collections by the Land Department in 1860 were $780,097, of this amount $428,000 was invested in the Construction Bonds under the engagement with the Bondholders that an amount corresponding to the principal of Construction Notes collected shall be applied to taking up these Bonds. The balance, after deducting expenses of the Department, was disbursed for interest. If the amount of interest upon the debt is this year derived from the net traffic it is obvious that the Shareholders will have to their credit the surplus collections beyond the amount invested in Bonds, in addition to the reduction of the debt by the cancellation of Bonds during the year.

The total number of acres of land sold have been 1,268,273, leaving unsold, 1,334,727. The gross amount of all sales have been $16,147,983. The company have now on hand notes to the amount of $12,598,083.

The earnings of this road for the past year was as follows:

From passengers	$846,693 06
" freight	1,623,711 22
" miscellaneous sources.....	194,444 39
" Peoria and Oquawka Railroad.	56,742 57
Total.....	$2,721,590 94

The current expenses for the year were as follows:

Maintenance of way	$496,417 19
Station expenses.....	257,695 60
Maintenance of machinery	326,336 85
Train expenses.....	151,470 54
Train supplies	223,835 61
Salaries.....	73,248 90
Miscellaneous payments.....	142,808 51
Charter tax.....	177,557 22
	$1,870,960 52
Balance of net earnings.....	850,630 42
Add amount applicable to interest, funded from land office.....	269,910 49
	$1,120,540 91

The general statement is as follows:

		Dr.
Permanent expenditures.....		$27,195,390 81
Interest account....	$6,116,754 59	
Less avails of interest fund	1,120,540 91	
		4,996,213 68
Working stock and supplies.....		479,121 51
Miscellaneous assets		540,994 00
Total.....		$33,221,720 00
		Cr.
Share capital paid		$15,654,980 00
Construction bonds.....		15,253,500 00
Free land bonds		6,000 00
Optional right bonds.....		38,000 00
Debentures due July 1st, 1861....		42,740 00
Eight per ct. b'ds, due March 1,1865		332,000 00
Construction bonds canceled		1,746,500 00
Free land " "		138,000 00
Total.....		$33,211,720 00
Of the 255,000 shares, 179,454 have been issued, represented by—		
79,933 shares, $100 paid		$7,993,300
99,521 " 80 "		7,961,680
179,454 "		$15,954,980
From which deduct amount carrried to interest fund in 1851.....		300,000
Net balance at credit, as shown in general balance sheet.....		$15,654,980

The following statement will show the cost, earnings and current expenses of the Illinois Central Railroad from 1855 to the present time.

Year.	Cost of Road, etc.	Miles in operation.	Gross Earnings—Pass'r.	Freight.	Mails, etc.	Total.	Operating expenses.	Earnings less expenses
1855..	$19,139,365	627	$693,049	$630,935	$208,135	$1,532,119	$1,004,167	$527,952
1856..	21,447,949	704	1,112,402	1,156,471	207,162	2,476,035	1,537,598	938,437
1857..	23,437,669	704	1,064,978	1,037,988	254,237	2,357,203	1,965,730	391,473
1858..	23,726,241	704	819,829	975,945	180,804	1,976,578	1,551,960	424,618
1859..	24,166,782	704	811,412	1,107,019	196,028	2,114,459	1,631,684	492,765
1860..	27,195,391	704	846,693	1,623,711	251,186	2,721,590	1,870,960	850,630
	$139,013,397	4,147	$5,348,363	$5,532,069	$1,297,552	$13,177,984	$9,562,099	$3,607,885

☞ The New London, Willimantic, and Palmer Railroad has been appraised, under an order of the Court, at $170,000, or about 34 cents on a dollar.

Nashville and Northwestern Railroad.

We learn from the Memphis *Appeal* that a passenger and freight train is running daily on forty miles of the Western Division of the North-Western Railroad, and that there is every prospect of making the connection of the Memphis and Ohio Railroad at McKenzie's by the 1st of March next, making the distance fifty-one miles from the Mississippi river.

Lehigh Valley Railroad.

At the annual meeting of the stockholders of the Lehigh Valley Railroad Company held in Philadelphia, on the 14th ult., the following officers were elected for the ensuing year:

President—J. G. Fell. Managers—Asa Packer, William H. Gatzmer, John J. Johnston, R. F. Stockton, Elisha A. Packer, David Barnet. Secretary and Treasurer.—John N. Hutchinson.

Cresson Railroad.

The Pittsburg *Post* says the contract for laying the superstructure and iron on the Ebensburg and Cresson Railroad was awarded to Phil ip Collins, Esq., who was also the contractor for the grading of the road. Under the supervision of this gentleman we feel confident that the work will be pushed to a speedy completion. The road is expected to be ready for the running of cars by the first of June.

Philadelphia, Wilmington and Baltimore Railroad.

The following is a condensed statement of the financial condition of this Company at the close of the fiscal year October 31, 1860:

Cost of road, including Susquehanna bridge		$6,830,516 03
Port Deposit Branch Railroad		109,514 70
Terminus on the Delaware river		56,944 31
Stock owned by the Company		744,425 00
Real estate, including a portion of the Susquehanna bridge, and Port Deposit Branch Railroad.	$250,693 79	
Less taken to assets, as the value of property not required for the purposes of the road	205,650 00	45,043 79
Assets, viz:		
Real estate subject to sale	$205,650 00	
Stock and other securities	139,396 25	
Current accounts	27,954 55	
Bills receivable	97,627 65	
Materials on hand, including wood lands	62,815 69	
Cash	90,977 16	624,421 30
Advances, viz:		
To Southwark R. R. Co.	32,992 56	
To Delaware R. R. Co.	19,075 57	
To Junction and Breakwater Railroad Co.	1,308 73	53,376 86
		$8,464,241 99
Capital stock		$5,600,000 00
Mortgage loan due July 1, 1860		300 00
" " " July 1, 1884		2,300,000 00
Improvement bonds due May 1, 1863		119,000 00
Mortgage on real estate		40,000 00
Ground rents		10,000 00
Sinking fund for the mortgage loan due July 1, 1884—proportion for 10 months		33,333 33
Current liabilities		140,918 30
Balance of revenue Oct 31, 1860		220,690 36
		$8,464,241 99

The gross earnings during the year, including the earnings of the New Castle and Frenchtown line, were $1,236,597 94

And the expenditures were:

Repairs of road	$60,822 47	
" Bridges	15,125 13	
" Locomotives	24,164 99	
" Cars	17,927 79	
" Buildings, fences, etc	27,344 04	
Train expenses	123,873 57	
Taxes and insurance	13,269 44	
Ferries	38,759 48	
Rents	8,169 34	
Fuel	29,079 80	
Oil, waste, etc	7,296 90	
Telegraph	4,743 70	
All other ordinary expenses	70,531 42	
New equipment, buildings, track, bridges, etc.	104,633 50	
Expenses of operating New Castle & Frenchtown line	14,837 41	
Taxes and loans to the State of Delaware and New Castle County	11,833 33	
Add loss in operating Delaware Railroad	42,472 44	
		624,885 75
		$6,11,712 19
Interest on bonded debt, ground rents, etc., less interest received		140,000 00
Leaving net earnings		$471,712 19
Dividends, April and October, 6½ per cent.		364,000 00
Surplus		$107,712 19
Appropriated to the sinking fund		33,333 33
Leaving an actual surplus of		$74,378 86

—over all expenditure, interest, dividends, loss on Delaware Railroad, and appropriation to sinking fund.

In reference to the "loss on the Delaware Railroad," Mr. Felton says:

As there has been each year since we have been connected with the Delaware Railroad, a misapprehension of our true financial relations with the same, it is but an act of justice to ourselves, to make the following statement:

All the expenses incurred in operating and maintaining that road, and interest on rolling stock, which is owned by the Philadelphia, Wilmington and Baltimore Railroad Company, together with the interest paid on its bonds, and the dividends, are charged to it, and the earnings due to the road itself credited. The balance is struck, without any reference to the business brought by the Delaware Railroad to our road, and that balance is counted the loss in operating it. While there is, therefore, nominally a loss thus considered, we must remember, that this road contributes to our road, a large amount of both freight and passenger business; that it collects this business by retail, and delivers it over to us by wholesale, at New Castle Junction and Wilmington; thus increasing the load of the trains on the main line, without increasing the number run. Now this extra business, thus contributed, is a valuable element in our revenue. In order to see fairly what its value is, we will look a little into its details.

During the year, we have received for carrying freight to and from the Delaware Railroad over our own road		$44,932 76
For passengers		48,139 88
For mails and miscellaneous		3,178 76
Total increase of earnings on our own road from the business to and from the Delaware Railroad		$96,251 40

The per centage of expenditures to earnings, including new work and improvements, and extra work on our own road, for the year has been 45 $\frac{5}{10}$ per cent. If we charge the business from the Delaware Railroad with the same ratio for expenses, there will remain a net profit to us from this business of $52,071 71. Deduct from this the loss in operating the Delaware Railroad, $42,472 44, and there remains to us an absolute profit for the year of $9,599 27.

It will therefore be seen, at a glance, that we have suffered no pecuniary loss from our connection with the Delaware Railroad, even in this view. But it has not cost us so large a per centage, to do the business coming from and going to that road, as the average of the business of our own road, because the business from and to the Delaware Railroad has only loaded our regular trains, and has not involved the running of an increased number of trains. If, therefore, the business of the Delaware Railroad remains as now, we are, and shall be, better off from our connection with it than we should be without it. The earnings o. the last year, however, are no criterion for the future. The peach crop of Delaware, was entirely cut off, and the corn crop, was only about one-half the usual average.

The company own 30 locomotives, of which 8 are used on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater Railroads; 60 first class passenger, 3 second class, 2 sleeping, 16 baggage, 7 platform for crates, 1 paymaster, 4 express, 460 freight and 61 road cars—making a total of 614.

We omit such portions of the report as have been previously referred to. In reference to the "railroad connections," Mr. Felton says:

Since our last annual report, the Orange and Alexandria Railroad, has been extended to Lynchburg, and the Mississippi Central Railroad, has been finished; also the road from Charleston to Savannah. There is now a continuous track with the exception of a Ferry at the Susquehanna, and at Washington, from Philadelphia to New Orleans. This with other roads North, forms a South-Western Line from Portland, in Maine, to New Orleans. It is by far the shortest railroad route, between these points, and will, when perfected, by some arrangements now making, be the great thoroughfare, for the North-east and South-west travel. A bill has been reported in both Houses of Congress and has passed the Senate, allowing the Washington Branch of the Baltimore and Ohio Railroad, to extend its track to, and across the Potomac, so as to connect by all rail, with the Orange and Alexandria Railroad, and also by a Branch track, with the Potomac boats, running to Acquia Creek, on the Southern Atlantic Line. This will open up by the most convenient and the shortest line, a very extended and rich country, which will be tributary to our road, in both freight and passenger business, and we may thence expect a large accession to our revenue. Our extreme Southern railroad connections, are being improved and extended, and must have an important influence in increasing the intercourse, between the North and the South.

Our Western connections have been very much improved, within the last year, and we have largely increased our business from that source. Large amounts of produce from the West, and large numbers of cattle, now seek the route of the Baltimore and Ohio Railroad, and our road, to Philadelphia and New York. With a proper understanding between the great lines West, this business would be lucrative to all. As it now is, all work for less than a reasonable compensation. Competition has become so strong, through the intervention of numerous agents and runners, employed by each of the conflicting lines, that the profits of all are far less, than the patrons would willingly pay, and the expenses of transacting the business, are very much heavier than they should

be. It is hoped that further experience will teach all the managers of these lines, so to consolidate and arrange their business, as to greatly diminish their expenses, and increase their profits. Our road is so situated, as to grades, and straight lines, that we can work as cheaply as any one—but we feel, that we, in common with all others running west, have received a compensation very inadequate for the services rendered. The rates are now, however, better than they have been for some time past.

The contract system is still extensively practiced on the road, and the company are gradually extending it into nearly all the departments of service. The work is better and more cheaply done, and with more regularity and safety, and has largely contributed to the success of the road.

The officers and directors elected for 1861, are:

President—SAMUEL M. FELTON.

Directors—Moncure Robinson, Wm. Lyttleton Savage, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, John C. Groome, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Enoch Pratt, Wm. W. Corcoran, Edward Austin.

Sec. and Treasurer—ALFRED HORNER.

Nashville and Chattanooga Railroad.

The earnings of this road for the year ending November 30, 1860, were:

From passengers		$346,463 05
" freight		347,217 97
" mails, etc.		40,437 80
		$734,118 82

Disbursed as follows viz:

Expenses of operat'g road	$396,734 66	
New buildings, new track, ballast, interest and exchange, etc.	54,892 15	
Interest on funded debt	95,730 00	
Dividends, 6 per cent	123,443 36	
		670,800 17
Leaving a surplus of		$63,318 65

The bonded debt and stock of the company, which, together, may be taken as constituting its capital, is as follows:

Capital stock		$2,056,543 64
Bonded debt	$1,813,000	
Less cancelled by sinking fund	82,000	
		1,731,000 00
Entire stock and bonded debt		$3,787,543 64

—of which the company owns and now holds:

State bonds	$132,000 00
State endorsed company bond	59,000 00
Land one-half shares company stock.	15,512 50
	$206,512 50

Combination Live Stock and Merchandise Car.

We have on previous occasions noticed the superior qualities of a combination live stock and merchandise car, built some time since by the Michigan Central Railroad. A number of our western roads have already built and are preparing to build cars after the same style; and we now learn that the Boston and Worcester Railroad Company has borrowed one of the Central's cars for a model. It will leave here to day for Boston, loaded with a premium lot of dressed hogs, of which we have already made mention. We understand that the car will be taken over roads whose gauge does not correspond with the Michigan Central on trucks prepared expressly for the occasion. We also learn that the New York Central and a number of other eastern roads are preparing to build cars after this model.—*Chicago Times.*

Boston and Providence Railway.

The miles run, coal burned, and detail of the locomotive fuel performance upon the above road, for the year ending November 30, 1860, have been as below:

Pounds of coal used by passenger trains.	7,029,799
Miles run by passenger trains	247,425
Lbs. per mile by passenger trains	28.41
Pounds used by freight trains	5,046,128
Miles run by freight trains	126,820
Lbs. per mile by freight trains	39.79
Total lbs. of coal used	12,075,928
Total number of miles run	374,245
Lbs. per mile for all trains	32.26
Average cost per mile run for fuel, cents	8.31

In all cases, 4 per cent. is added to the actual coal used in the engines, for waste in handling.

Pittsburg and Connellsville Railroad.

The following statement will show the financial condition of this company, at the close of their last fiscal year, October 31, 1860:

RECEIPTS, viz:

Payments on capital stock		$1,755,825 87
Real estate bonds due 1868 and 1883		100,000 00
Baltimore City loan due 1886		1,000,000 00
First mortgage construction bonds on Turtle Creek Division		400,000 00
Bills payable		52,648 26
Due on open accounts		15,221 05
Receipts from transportation department during the year	$106,650 17	
Total payments	51,637 81	
		55,012 36
		$3,378,707 54

EXPENDITURES, viz:

Preliminary surveys		$8,965 47
Graduation, masonry, bridges, etc.		826,834 54
Superstructure		551,715 02
Right of way		79,805 06
Real estate		184,408 69
Station buildings		31,593 76
Rolling stock		81,135 80
Engineering expenses		111,198 23
General expenses		87,099 92
Discount on city and county bonds		320,300 02
" 1st mortgage construction bonds, T. C. Division		7,775 00
" Baltimore City inscribed stock		91,468 30
Commissions on collections, etc.		12,689 70
Sinking fund, Baltimore loan		12,000 00
Coupons city and county bonds		253,336 56
" 1st mort. bonds T. C. Division,		2,571 00
Interest on Balt. City Inc. stock		11,714 22
" on floating debt		217,155 32
" on stock		14,172 16
Securities on hand and hypothecated		302,525 39
Debts due the company		161,608 13
Cash		8,635 25
		$3,378,707 54

The total earnings of the road during the year were:

From Passengers	$28,604 38
" Freight	48,345 86
" Mails, shop work, etc.	3,602 57
	$80,552 81

The total expenses were:

Maintenance of motive power	$19,091 86	
Conducting transportation.	17,713 60	
Maintenance of way	10,822 06	
" cars	3,234 70	
		50,862 22
Difference		$29,690 59

The revenue of the preceding year was $57,838 36—showing an increase of $22,714 45, or 40 per cent. To maintain the road and machinery and conduct the transportation in 1859 cost $43,370 83—showing an increase of $7,491 39. In 1859, the earnings were $8,951 54 in excess of those of 1858.

The entire receipts of the company during the past year have been $86,396 75; and the current expenditures $59,511 55—leaving $21,041 26 as the clear income for the year, which has been used partly in payment of claims on account of real estate and right of way, partly in paying for the section of road connecting this road with the Fayette County Railroad, east of Connellsville, and the remainder on new machinery and buildings. The entire net portion has thus been expended to improve the value of the company's property.

In 1856, the floating debt of the Company was $788,863; in 1857, $513,403; in 1858, $211,729; in 1859, $175,550; in 1860, it was $67,869—showing that $107,681 34 has been paid during the year, and the remainder is supported by securities which will ultimately redeem it entirely.

During the year, $184,000 of Alleghany County bonds have been made available at the legal rate of sale for the liquidation of the part of the debt to which they were collateral. The bonds of the borough of Connellsville have been disposed of to that borough; by means of which a part of the floating debt has been paid. A similar arrangement, it is expected, will shortly be made with the borough of McKeesport. No further means of consequence have been realized from the suspended stock subscriptions.

The expenditure during the year for construction, etc., have been $14,175 44 on the western and $721.62 on the eastern divisions of the road. Upon the Turtle Creek division, $142,800 have been expended in the bonds secured upon that division, and $2,300 in bonds and $13,869 86 in cash for right of way and real estate; $2,794 50 in cash for engineering and superintendence, and $840 in cash for account of improving depot in Pittsburg. Since the organization of the Company in 1846, the total expenditures for construction, etc., have been $1,866,691 10—of which $1,464,016 25 has been spent upon the western, $218,925 28 upon the eastern, and $183,749 57 upon the Turtle Creek divisions.

In addition to the ordinary expenses for maintaining and operating the road, there have been laid out under the head of construction and equipment, $7,003 43. In the construction of about a mile of new road immediately east of Connellsville, and necessarily to a connection with the Fayette County Railroad, the company has also paid $7,504 24 to that company, which has been liquidated out of the receipts from that new connection—thus making $14,507 66 expended upon permanent addition to the road and its machinery.

The Fayette County road was opened to Uniontown Jan. 1, 1860, and has since been in successful operation. It is a valuable extension of this road to that borough, which is beginning to feel the reviving influence of this new route to its trade.

The company have 7 locomotives; 4 passenger, 3 baggage and mail and 59 freight and dump cars.

The number of miles run by engines was 113,775—an increase of 16,751 miles over the previous

year. The number of passengers carried was 73,526; the number carried one mile was 939,875. The number of tons of freight carried was 51,641.

The number of shares of stock is 42,860; amount paid in bonds as cash, $1,450,000; paid in cash, $182,525 87; total payments, $1,755,825 87; balance due, $393,041 13; total amount $2,148,867.

The amount of bonds issued was $4,056,000; amount canceled, $1,206,000; amount sold $2,452,800—leaving on hand or hypothecated $397,200. The net proceeds of bonds sold were $2,033,256 68.

The new road between Pittsburg and Turtle Creek was progressing towards completion, with every prospect of its being opened early in the spring to the company's depot in the city.

The office of the company is in Pittsburg, Pa. The officers are:

President—BENJ. H. LATROBE.

Secretary and Treas'r—ALEX. H. RUSSELL.

Superintendent—HENRY BLACKSTONE.

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DIVIDEND.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, *Albany*, Feb. 5, 1861.

FIFTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the Capital Stock thereof, payable on the 20th day of February instant, upon Stock registered at New York, Boston or Albany, and on the 20th day of March next, upon Stock registered at London.

Stockholders whose Stock is registered at New York will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books, which are now closed, will be reopened at New York, Albany and Boston, on the morning of Friday, the 22d day of February instant.

GILBERT L. WILSON, Treasurer.

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1,500 TON, first quality English Rail, 52 lbs. to the lineal yard. The Iron will be sold in bond, or duty paid, at option of purchaser.

January 15th, 1861.

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THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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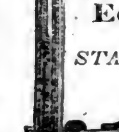
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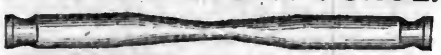
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

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New York, Saturday, March 2, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Western (Mass.) Railroad.

This company was chartered February 15th, 1833, and the work of construction commenced in 1837. In that, and the two following years, the whole line was placed under contract. The Eastern division, 62.6 miles, from Worcester to the Connecticut river, was opened October 1st, 1839. The Western division, from the Connecticut river to Albany, was opened, as follows, viz: from the boundary line of New York to Pittsfield, May 4, 1841; from Springfield to Chester Factories, May 24, 1841; from Pittsfield to the Summit, August 9, 1841; and from Chester Factories to the Summit, September 13, 1841. The trains first passed over the whole road, October 4, 1841. The bridge across the Connecticut river was completed July 4, 1841. That portion of the line lying within the State of New York, 38 miles, was constructed under the charter of the Albany and West Stockbridge Railroad Company of New York, granted in 1836. The construction of this road was commenced in 1838, and the first division, from Albany to Chatham Four Corners, was opened December 24, 1840; the second, from Chatham Four Corners to West Stockbridge, September 12, 1842. In the meantime, a portion of the line of the Hudson and Berkshire road was used to form the through line to Albany. The road was constructed by the Western Railroad Company, to which it is leased for 50 years, the period of its charter, and for any renewal of the same. Toward the construction of this road, the city of Albany subscribed $1,000,000 to its capital stock, paying for the same in its bonds. By the terms of the subscription, the stock taken by the city and which constitutes its entire share capital, is held by the city as collateral security for its bonds. The Western Company agree to pay the principal of these, and on their payment, the road becomes its property. On the 30th January, 1846, the Western Company leased the Pittsfield and North Adams Railroad for 30 years from its completion, at an annual rental of 6 per cent. on its cost, with the privilege at the expiration of the lease of becoming its purchaser, or of renewing the lease for 99 years at 5 per cent. upon its cost. The cost of the road was abont $450,000, upon which dividends have been paid. Its net earnings, until the past year, have averaged a little less than the rent paid. It was opened for its whole length December 1, 1846. The Western Railroad Company became the purchasers, November 21, 1854, of the Hudson and Berkshire Railroad, extending from Hudson to the boundary line of Massachusetts, a distance of 31 miles. This road now forms a part of the Western, and both are operated as one line. Its location in another State requires the maintenance of a separate organization. Its cost to the Western Company has been $196,839. Since its organization, its name has been changed to that of the Hudson & Boston. For a full statement of the cost, mileage, earnings, expenses, dividends, etc., etc., of the above roads, from commencement, see "POOR'S *History of Railroads and Canals of the United States*" published at the office of this paper.

We have received the report of the directors of the Western Railroad, for the financial year ending November 30th, 1860. From this we learn that the income of the company has been—

From freight	$1,101,118 64
" passengers	690,991 87
" mails and other sources	89,240 21
	$1,881,350 72

And the expenses have been—

Transportation expenses	$462,711 57	
Repairs of roadway	273,696 45	
" engines	63,446 06	
" cars	97,530 15	
" buildings, ferry, etc.	43,104 23	
New rolling stock to cover depreciation	32,000 00	
General expenses	20,607 84	
		993,096 30
Net balance of income		$888,254 42

From this deduct—

Interest on State loans and exchanges	$348,223 24	
One per cent. to sinking fund	50,000 00	
Eight per cent. dividends	412,000 00	
		810,223 24
Surplus, carried to contingent fund		$78,031 18
Add balance of do. Nov. 30, 1859		321,843 95
Gain from Pittsfield and North Adams Railroad		769 20
Total of contingent fund Nov. 30, 1860,		$400,644 33

The earnings of the Pittsfield and North Adams Railroad were $49,169 99; and the expenses, $21,400 79—leaving net earnings $27,769 20; out of which two dividends of 3 per cent. each were paid, amounting to $27,000—and the balance 769 20 carried to Western Railroad account as above.

A comparison of the earnings and expenses of the past with those of the previous year show an excess of $114,282 in the former, and $56,176 in the latter.

The equipment of the road consists of 19 passenger and 53 freight locomotives; 39 first class, and 8 second class passenger cars, 12 baggage, 796 box, 261 platform, 80 gravel and 46 hand cars. Also, 54 236ths of 18 passenger and 7 baggage cars of the New York and Boston Express Line.

The number of miles run by passenger trains was 359,564; by freight trains, 701,455, by all other trains, 53,072—total miles run 1,114,091.

The number of passengers carried in the cars was 617,882; number carried one mile, 25,852,-612; number carried one mile to and from other roads, 17,089,312. The number of tons of merchandise carried in the cars was 505,547; number carried one mile, 43,311,064; number carried one mile to and from other roads, 29,095,625. Average rate of speed adopted for passenger trains, 30 miles per hour; for accommodation trains, 22 and 28 miles; for freight trains, 15 miles.

It will be seen by the annexed statement that the total cost of the Western Railroad, including the Albany and West Stockbridge, and the Hudson and Boston and West Stockbridge Railroads, with the equipment, has been $11,029,079 41. The funded debt has been increased during the year $144,000; while the floating debt of $208.725 68 has been entirely paid off. The company has assets in addition to the cost of the road, amounting to $629,931 72, less dividends, accrued interest, etc., $298,425 42—leaving $331,506 30. The value of the sinking fund is $2,281,633 65. The total funded debt is $6,296,520.

GENERAL STATEMENT.

Capital stock		$5,150,000 00
Sterling bonds (£899,900)		4,319,520 00
Albany city bonds		1,000,000 00
Hudson and Boston Railroad loan		150,000 00
Dollar bonds		800,000 00
Unclaimed dividends and interest		5,147 00
Dividends No. 33		206,000 00
Interest accrued not due		69,746 00
Due Individuals and corporations		17,532 42
Accumulated sinking fund profits	$1,822.055 03	
Contingent fund	400,644 33	
		2,222,599 36
		$13,940,644 78
Cost of Western Railroad		$7,348,168 24
" Albany and West Stockbridge Railroad		2,388,359 22
Cost of Hudson and Boston and West Stockbridge Railroad		196,868 98
Equipment		1,095,712 97
Notes receivable		19,794 35
Hudson River Bridge stock		15,120 00
Materials		303,878 83
Cash		144,778 54
Due from individuals and corporations		146,360 00
Massachusetts sinking fund		1,610,469 35
Albany sinking fund		671,164 30
		$13,940,644 78

President—CHESTER W. CHAPIN.

Directors—C. W. Chapin, Robert Campbell, Josiah Stickney, E. R. Tinker, George A. Shaw, E. C. Sherman, Ignatius Sargent, William H. Swift Stephen A. Chase.

Treasurer—STEPHEN FAIRBANKS.

Superintendent—HENRY GRAY.

First Shipment of Gas to London.

The Philadelphia *United States Gazette*, of the 5th ult., thus notices an enterprise in which Mr. D. H. Williams of that city, is now engaged. It says:

"We saw yesterday at the passenger station of the Pennsylvania Railroad, at Eleventh and Market sts., a number of wrought iron cylindrical vessels, which we were informed contained compressed gas. Upon further inquiry we learned that Mr. Williams, who had fitted up the cars on the Pennsylvania Central Railroad for burning gas, had also taken a contract from Hathaway & Leach of this city, for fitting out a number of cars to be used on the street railways in London. These cylinders had been sent to the railroad work shops in Altoona, to be filled with gas by means of the company's apparatus there; so that before long we may expect to hear of American street railway cars in London, lighted with gas made at the foot of the Alleghany mountains."

Main Trunk Railroad.

At the annual meeting of the Stockholders of the Atlantic and Gulf Railroad, held at Milledgeville on the 11th ult., the following gentlemen were elected Directors for the ensuing year: John Scriven, W. B. Hodgson, J. Stoddard, Hiram Roberts, W. H. Wiltberger, A. T. McIntyre, C. J. Munnerlyn, and F. G. Arnett.

At a subsequent meeting of the Board, Maj. John Screven was unanimously elected President, and D. Macdonald, Secretary and Treasurer.

Boston and Worcester Railroad.

This road is 44.63 miles in length, extending from Boston to Worcester. The branches are: Brookline branch, Boston to Brookline, 1.55 miles; Newton Lower Falls branch, West Newton to Falls, 1.25 miles; Saxonville branch, Natick to Saxonville, 3.87 miles; Milford branch, Framingham to Milford, 11.97 miles; Framingham branch, Framingham to Framingham Centre, 2.00 miles; Millbury branch, Grafton to Millbury, 3.00 miles.—Total length of branches 23.64.—Total length of main line and branches 68.26 miles. Second track and sidings on same 59.13 miles. To which add Agricultural railroad, Framingham Centre to Northboro', leased and operated by this Company, 14.00 miles—making the length of road in equivalent single track operated by the Company, 141.39 miles.

This company was chartered June 23, 1831; the work of construction was commenced in August 1832, and the road completed in sections as follows: from Boston to Newton 9 miles, April 16th; to Needham, 13½ miles, July 3d; to Hopkinton (now Ashland), 24 miles, September 20th; and to Westboro', 32 miles, Nov. 15th, 1834. On the 3d July, 1835, the entire line to Worcester was completed. The double track was completed in 1843. The Millbury and Saxonville branches were opened in 1846; the Newton Lower Falls, the Milford, and the Brookline, in 1847; and the Framingham in 1849. The Agricultural branch is leased for 20 years from December 1, 1855, at an annual rental of one-third of the gross earnings of the branch, and of the joint earnings of the two roads on traffic originating or terminating on the branch, excluding Framingham Centre Station—the receipts so accruing not to exceed 6 per cent. on the cost of the road. The Boston and Worcester Company however, agreed to pay absolutely 6 per cent. on the share capital of the branch not exceeding $60,000. The amount paid the past year is stated at $15,563 20.

The charter of the Boston and Worcester Company was the first in the State which expressly authorized the use of the locomotive; and the locomotive was used for the first time in New-England upon this road as the motive power for passenger trains. The charter provided that no other road leading in the same direction should be built within a distance of five miles from its route, and also that the State might purchase the road after 30 years from its completion, on paying the cost of construction, and such sums in addition thereto as would be equal to dividends of 10 per cent. annually on such cost. With this limitation, the charter is perpetual.

We have received the report of this Company for the fiscal year ending November 30, 1860, which was presented at the annual meeting of the stockholders, held in Boston on the 6th ult. The income of the year is thus given:

From passengers		$559,020 67
" Freight		451,543 44
" Rents		17,794 79
" Mails		14,892 84
" Interest		2,421 27
		$1,045,683 01
The total expenditures for working the road were	$546,133 35	
Total amount paid on account of new location at Brighton, which is now completed, including two new iron bridges	26,968 25	
Total loss on machine shop, engine house, tools and engines by fire, $55,049 77, less amount of insurance $21,752 49	33,297 28	
		606,398 88
Net income		$439,284 13
Deduct dividend—8 per cent		360,000 00
Leaving a surplus of		$79,284 13

The earnings have been $21,387 72, and the expenses $9,412 *less* than the preceding year. The funded debt of $500,000, due July 1, 1860, has been paid. The company has now no funded debt. The floating debt is stated at $47,584 47—an increase during the past year of $17,988 99. The total cost of road and equipment has been $4,738,441 70—an increase during the past year of $9,861 37. The amount of assets or property held by the corporation in addition to the cost of the road is $589,125 20—being a decrease of $433,807. The total share capital, authorized and paid in, is $4,500,000.

The number of miles run by passenger trains has been 340,844; by freight trains, 177,798; by other trains, 7,352—total miles run, 525,954. The number of passengers carried in the cars has been 1,601,013; do. carried one mile, 24,979,294; do. carried one mile to and from other roads, 8,074,-224. The number of tons of merchandise carried in the cars was 352,999; do. carried one mile, 12,619,150; do. carried one mile to and from other roads, 9,196,560. The average rate of speed adopted for passenger trains is 33 miles per hour; accommodation trains, 25 miles; for special trains 21 miles; and for freight trains 11 miles. The estimated weight in tons of passenger cars, not including passengers, hauled one mile has been 14,-337,670; do. freight trains, not including freight, 18,445,259. The income from *local* business has been as follows:

From passengers	$359,980 39
" freight	195,818 65
Total for local business	$555,799 04

The total number of passengers carried on the branch roads, including the Agricultural, was 594,613; do. to and from Boston, 387,409. The total number of tons of freight carried on do. 61,-430; do. to and from Boston, 45,396. The total gross earnings of all the branches were $70,607 22; and the expenses, $64,566 65—netting, exclusive of rent or interest, $6,040 57. The gross earnings on main road, on branch business, was $151,608,-

05; the net earnings on do. $72,464 60. The net profit on total business was $76,515 17.

The following table will show the length, cost and business of each branch separately:

	Length in miles.	Cost.	Branch earnings.	Main road earnings from bran's.
Millbury.....	3.	$43,263	$ 856	$8,828
Milford	11.966	327,618	33,668	62,634
Saxonville.....	3.867	81,131	2,407	12,972
Newton, L. F...	1.251	39,350	2,275	11,847
Brookline	1.553	60,301	13,216	20,387
Framingham...	1.998	49,081	945	9,669
Agricultural ...	14.	300,000	17,240	25,271

The company have 30 locomotives, of which 13 are coal, and 17 wood-burners; 7 of the coal-burners are used exclusively for freight, and 6 for passengers. All of the engines are in running order, and excepting 2 used for switching, are of good quality, and most of them in good condition.

The stock of passenger cars consists of 49 eight-wheel first class, 44-236ths of the 18 first class cars running between Boston and New York, 2-5ths of the 2 first class cars, of 16 wheels each running between Boston and the Norwich Steamers, also 1-5th of the iron car built at the expense of the Boston roads as an experiment. Of freight cars the company have 272 eight-wheel, and 23 four-wheel—equal to 567 four-wheel cars.

It will be seen that the cost of the road and branches, (not including the Agricultural) is $238,441 70 in excess of the assessments on capital stock, amounting to $4,500,000. It is proposed to reduce the construction account to this sum, without authority to increase it, except by a vote of the stockholders.

The following is a general statement of the financial condition of the company, November 30, 1860.

Assessments for capital.....	$4,500,000 00
Reserved income.....	599,982 42
Balance due other roads and individuals.....	33,927 47
Notes payable.....	9,000 00
Unclaimed dividends.....	4,657 00
Dividend Jan. 1, 1861.....	180,000 00
	$5,327,566 90
Construct'n main road and branches.	$4,301,025 38
Equipment.....	437,416 32
Fuel, and materials for repairs.....	126,933 04
Bills receivable for freight.....	14,246 72
Land not in construction account..	75,997 83
Grand Junction bonds (of doubtful value).....	100,000 00
Balance due from other roads to individuals.....	81,014 78
Loans on Collateral.....	148,000 12
Notes receivable.....	37,838 58
Cash.....	5,094 13
	$5,327,566 90

President.—GINERY TWICHELL,

Directors.—Ginery Twichell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Israel Lombard, Peter T. Homer, Isaac Emery, D. Waldo Lincoln.

Superintendent.—E. B. PHILLIPS.

Treasurer.—HORACE WILLIAMS.

Auditor.—DAVID WILDER, JR.

Engineer.—E. S. PHILBRICK.

South Western, Georgia, Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:

President—R. R. CUYLER.

Directors—John W. Anderson, Wm. A. Black, Wm. S. Holt, T. M. Furlow, R. A. Smith.

New York and Erie Railroad.

SECOND MORTGAGE BONDS.

New York, Feb. 21, 1861.

Messrs. JOS. WALKER, URIAH J. SMITH, and WILLIAM T. HOOKER. } Trustees.

GENTLEMEN: Pursuant to the provisions of the Act of the Legislature of this State, relating to the foreclosure and sale of the New York and Erie Railroad Company, and as Trustees for the unsecured Bondholders and Stockholders, we have purchased the property of that company, subject to all the mortgages thereon; and it is now desirable, for the purpose of securing the interests of all concerned, and saving expense and litigation, to withdraw it as soon as possible from the custody of the Courts, and to place it in the hands of the new Corporation, authorized by that law which will assume the payment of all the mortgage bonds and the interest thereon as accruing. The legal proceedings already taken in this State and the State of Pennsylvania on the mortgage under which you are Trustees, and on each of the latter mortgages, as well as the terms under which we have purchased the property, have, in the fullest manner and in language, approved by your counsel, recognized and adjudicated your mortgage as a valid and subsisting security in the order of its priority, to remain such for securing the payment of the $4,000,000 of bonds issued thereunder, with interest. The adequacy of this security is so fully recognized by the public, that the Second Mortgage Bonds are now sought for investment, and can be readily sold in the market at par.

This result having been secured, we assume that there can be no necessity of advantage in continuing the proceedings in the foreclosure suit commenced by you, or the Receivership of the property, provided such of the Second Mortgage Bondholders as desire to receive the amount due on their bonds are enabled to receive it at once, and such of them as prefer to extend the time of payment, can be enabled to make such extension. A large number (we think a large majority) of the bondholders prefer the latter course, and to have their bonds extended for a period of twenty years. To meet this wish, the company, before the sale, arranged for issuing coupon sheets on the entire issue, and over one-fourth of the four millions of dollars of bonds have already been extended. The extensions are rapidly going on; parties desiring the bonds as an investment are ready to pay par for all such as the holders wish to have the money for, and the bonds so purchased will be then extended.

In view of these facts, it seems to us apparent that your bondholders will be much better situated when all these bonds are extended so as to be due at the same time, and the interests of all thereby harmonized; and as many of the bondholders whom you represent are not fully informed of the facts, we have thought it proper to request you to inform them that the above arrangements have been perfected so that they can on the coming first of March, extend their bonds for twenty years, or receive par for them, besides the interest, as they may elect. The extensions will be made, or the money paid on or before the first of March, at the office of the Receiver, where the interest is payable. If any parties prefer to register their bonds, such registry can be made at the same time and place. We are, gentlemen, your obedient servants,

D. S. GREGORY,
J. C. BANCROFT DAVIS, } Trustees.

NEW YORK, Feb. 21, 1861.

To the holders of the Second Mortgage Bonds of the New York and Erie Railroad Company:

The undersigned Trustees of the Second Mortgage of the New York and Erie Railroad Company being informed by the foregoing letter that arrangements have been perfected to enable the holders of the bonds secured by that mortgage to extend them, or to receive the amount due thereon, as they may prefer, hereby call the attention of the bondholders to the announcement thus made, and request that they will promptly elect whether to extend their bonds in the manner proposed and specified in the above letter, or will accept the amount due upon them. The priority of the Second Mortgage over all the subsequent securities of the company, and its legal validity having been adjudicated in the proceedings taken by us for its foreclosure, and the opportunity and option being now offered as above for extending the bonds for twenty years with the same security, or for receiving the amount due, the further prosecution of the foreclosure proceedings will be unnecessary so soon as the bondholders shall have availed themselves of the alternatives thus presented—extension or acceptance of the amount due. Immediate action on the part of the bondholders is desirable, to relieve the property from the expense of further legal proceedings. The 1st of March next being the day of the payment of the semi-annual interest, it is hoped that the bonds will be then presented at the office of the Receiver for such disposition as the holders may elect.

JOSEPH WALKER,
URIAH J. SMITH,
W. T. HOOKER } Trustees.

The following is the new order of registration and form of indorsement of extension:

By this indorsement, made by the New York and Erie Railroad Company, upon this bond and its acceptance by the holder, it is mutually agreed that the principal hereof shall not be due or payable until the 1st of September, 1879; unless default is made in payment of interest on the same for sixty days after presentation of the proper coupons, which (extending to said date) said company has attached and promised to pay; but on such default, the principal will thereupon be due and payable. The mortgage to secure this bond remains unimpaired, and no part of this contract shall be so construed as to affect its priority or validity.

This registered bond is hereby made payable only to ———, or his registered assigns, or the duly constituted authority of either, and is transferable only on the books of the company, its successors or assigns, the acknowledgment thereof by the company to be indorsed hereunder. The current accruing interest is to be paid to whoever shall be the registered holder hereof ten days next preceding the maturity of such interest, or to his duly constituted authority.

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending February 15, 1860:

Passengers	$12,614 38
Freight and live stock	27,325 53
Mails and sundries	1,287 21
Total	$51,227 12
Corresponding week of last year.....	32,087 35
Increase	$19,139 77

Detroit and Milwaukee Railroad Company.

The holders of the first mortgage 7 per cent., and second mortgage 8 per cent. bonds of the Detroit and Milwaukee Railway Company are hereby notified that a mortgage has been executed by the Detroit and Milwaukee Railroad Company to Alexander Hamilton Sibley, Charles John Brydges and Richard Irvin, Trustees, giving additional security for the payment of five coupons, due May 15 and Nov. 15, 1860. May 15 and Nov. 15, 1861, and May 15, 1862. Holders of the said coupons can avail themselves of the privilege of this mortgage and receive bonds in exchange therefor by presenting them at the office of A. H. Sibley, Managing Trustee, No. 22 Pine st., New York, at the office of the Detroit and Milwaukee Railroad Company in Detroit, or at the office of the Great Western Railway Company, in London, England. Printed copies of the mortgage will be furnished to any bondholders at either of the places above mentioned on application.

Census of the United States for 1860.

STATEMENT showing the area of the several States and Territories in the United States, with the number of inhabitants at the several enumerations of 1840, 1850 and 1860, with the increase of population in each State and Territory for the last three decades, and the per centage of such increase.

STATES AND TERRITORIES.	Area in Sq. Miles.	NUMBER OF INHABITANTS.			DECENNIAL INCREASE. Absolute.			Per Centage.		
		1840.	1850.	1860.	1830–'40.	1840–'50.	1850–60.	'30–'40.	'40–'50.	'50–60.
Free States.										
Maine	31,766	501,793	583,169	619,958	102,338	81,376	36,798	25.62	16.22	6.31
New Hampshire	9,280	284,574	317,976	327,072	15,246	33,402	9,096	5.66	11.74	2.86
Vermont	10,212	291,948	314,120	315,827	11,296	22,172	1,707	4.02	7.59	0.54
Massachusetts	7,800	737,699	994,514	1,231,494	127,291	256,815	336,980	20.85	34.81	23.99
Rhode Island	1,306	108,830	147,545	174,621	11,631	38,715	27,076	11.97	35.57	18.35
Connecticut	4,674	309,978	370,792	460,670	12,503	60,814	89,878	4.13	19.62	24.23
New York	47,000	2,428,921	3,097,394	3,851,561	510,313	668,473	754,167	26.60	27.52	24.35
New Jersey	8,320	373,306	489,555	676,084	52,483	116,249	186,529	16.35	31.14	38.10
Pennsylvania	46,000	1,724,033	2,311,786	2,916,018	375,800	587,753	604,232	27.87	34.09	26.13
Ohio	39,964	1,519,467	1,980,329	2,377,917	581,564	460,862	397,588	62.01	30.33	20.08
Indiana	33,809	685,866	988,416	1,350,802	342,835	302,550	362,386	99.94	44.11	36.57
Michigan	56,451	212,267	397,654	754,291	180,628	185,387	356,637	570.90	87.34	89.66
Illinois	55,410	476,183	851,470	1,691,238	318,738	375,287	839,768	202.44	78.81	98.62
Wisconsin	53,924	30,945	305,391	768,485	30,945	274,446	463,094	.....	886.88	151.68
Iowa	55,045	43,112	192,214	682,002	43,112	149,102	489,788	.....	345.85	254.81
Minnesota	95,274	.....	6,077	172,793	.....	6,077	166,716	.....	.....	274.34
Oregon	102,600	.....	13,294	52,566	.....	13,294	39,272	.....	.....	294.73
California	188,981	.....	92,597	384,770	.....	92,597	292,173	.....	.....	151.90
Kansas	125,283	.....	.....	143,645	.....	.....	143,645	.....	.....	.....
Total Free States	847,816	9,728,922	13,454,293	18,951,814	2,716,523	3,725,371	5,497,421	38.65	38.29	40.88
Slave States.										
Delaware	2,120	78,085	91,532	112,353	1,337	13,447	20,821	1.74	17.22	22.74
Maryland	11,124	470,019	583,034	731,965	22,979	113,015	148,931	5.14	24.04	25.44
Virginia	61,352	1,239,797	1,421,661	1,593,199	28,392	181,864	171,538	2.34	14.67	12.05
North Carolina	50,704	753,419	869,039	1,008,342	15,432	115,620	139,303	2.09	15.35	16.03
South Carolina	29,785	594,398	668,507	715,361	13,213	74,109	46,864	2.27	12.47	6.01
Georgia	58,000	691,392	906,185	1,082,757	174,569	214,793	176,612	33.78	31.07	19.49
Florida	59,268	54,477	87,445	154,694	19,747	32,968	58,249	56.86	60.52	66.61
Alabama	50,722	590,756	771,623	955,917	281,229	180,867	184,294	90.86	30.62	23.89
Mississippi	47,156	375,651	706,526	887,158	239,030	230,875	280,632	174.96	61.46	46.81
Louisiana	41,255	352,411	517,762	666,431	136,672	165,351	148,669	63.35	46.92	28.71
Texas	274,366	.....	212,592	600,955	.....	212,592	388,363	.....	.....	182.68
Arkansas	52,198	97,574	209,897	440,775	67,186	112,323	230,878	221.09	115.12	109.94
Missouri	67,380	383,702	682,044	1,201,209	243,247	298,342	519,165	173.18	77.75	76.12
Kentucky	37,680	779,828	982,405	1,145,567	91,911	202,577	163,162	13.36	25.98	16.62
Tennessee	45,600	829,210	1,002,717	1,146,640	147,306	173,507	143,923	34.60	20.92	14.34
Total Slave States	888,310	7,290,719	9,612,969	12,434,373	1,482,251	2,322,250	2,821,404	25.52	31.95	29.35
Territories.										
Nebraska	283,328	.....	.....	28,893	.....	.....	28,893	.....	.....	.....
Dakotah	60,000	.....	.....	4,839	.....	.....	4,839	.....	.....	.....
Washington	223,022	.....	.....	11,624	.....	.....	11,624	.....	.....	.....
Utah	269,170	.....	11,380	50,000	.....	.....	38,620	.....	.....	239.37
New Mexico	256,309	.....	61,547	92,024	.....	.....	30,477	.....	.....	49.52
Indian	71,127	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Territories	1,163,066	.....	72,927	187,380	.....	.....	114,453	.....	.....	156.79
District of Columbia	60	43,712	51,687	75,321	3,878	7,975	23,634	9.74	18.25	45.45
Grand total of the United States	3,024,535	17,063,353	23,191,876	31,648,888	4,202,651	6,028,523	8,457,012	32.67	35.87	36.46

The following table shows the population in the United States for the decade just closed, compared with the enumerations of 1840 and 1850, and the ratio of increase for the three periods. The total increase since 1850, has been 8,457,412, and the ratio of increase upon the population of 1850, 36.46 per cent.

It may be interesting to go back to the first census, and trace the progress of population to the present time. By the census of 1790, it was 3,929,827; 1800, 5,305,925—ratio of increase 35 per cent.; 1810, 7,239,814—ratio of increase 36.5 per cent.; 1820, 9,638,131—ratio of increase 33.1 per cent.; 1830, 12,866,020—ratio of increase 33.5 per cent.; 1840, 17,069,453—ratio of increase 32.7 per cent.; 1850, 23,191,876—ratio of increase 35.8 per cent.; in 1860, 31,648,888—ratio of increase, 36.46 per cent.

The ratio of increase this last decade is greater than any previous one. This is owing to immigrations from foreign countries. It is remarkable that the ratio of increase should not be diminished with the increase in the aggregate numbers. There is considerable difference in the ratio of increase North and South. This is also due to immigration, which tends chiefly to the Northern States.

The Slave population of the United States, at the several enumerations was as follows: In 1790, 697,897; in 1800, 893,041; in 1810, 1,191,364; in 1820, 1,538,038; in 1830, 2,009,043; in 1840, 2,487,455; in 1850, 3,204,313; in 1860, 3,999,353. The ratio of increase of Slaves the past decade was about 2.3 per cent. The increase of whites in the Southern States was about 32 per cent. At present we have been able to obtain only the enumeration of inhabitants. That of the productions and material interests of the Country are not yet published, and will not be for some time to come. As far as given, the returns are of great interest, and strikingly illustrate the advance of the country for the past 10 years.

The total area of the United States is 3,024,545 square miles. The population to the square mile for the whole country consequently is 10.46 per cent. A very large proportion of it as yet is almost entirely uninhabited. The most densely-inhabited State is Massachusetts, which has a population of 171 to the square mile, New York has 81; Pennsylvania, 63; Ohio 59. The number to the square mile in all the Northern States, including California and Oregon, is 22.34. In the Southern States it is 13.91.

The representative population of the Northern States is its whole population—that of the South 10,834,573, two-fifths of its slaves being deducted. The number of representatives in the next Congress from each section will be: 149 from the North, and 84 from the South.

The following is a statement showing the absolute Free and Slave Populations in the Slave States at the last three enumerations.

States	Free Population. 1840.	1850.	1860.	Slave Population. 1840.	1850.	1860.
Delaware	75,480	89,242	110,548	2,605	3,390	1,805
Maryland	380,282	492,666	646,583	89,737	90,386	85,382
Virginia	790,710	949,133	1,097,373	449,087	472,528	495,826
North Carolina	507,601	580,491	679,965	245,817	288,548	328,377
South Carolina	267,860	288,523	308,186	327,038	384,984	407,185
Georgia	410,448	524,503	615,336	280,944	381,682	467,461
Florida	28,760	48,135	81,885	25,717	39,310	63,809
Alabama	337,224	428,779	520,444	253,852	342,844	435,473
Mississippi	180,440	296,648	407,551	195,211	309,878	479,607
Louisiana	168,969	272,953	354,215	168,452	244,809	312,186
Texas	.....	154,431	415,999	.....	58,167	184,956
Arkansas	77,639	163,797	331,710	19,935	47,100	109,065
Missouri	325,462	594,622	1,085,590	58,240	87,422	115,619
Kentucky	597,520	771,424	920,077	182,258	210,981	225,490
Tennessee	646,151	763,258	859,528	183,059	239,459	287,112
Total	4,809,097	6,412,605	8,435,020	2,481,622	3,200,364	3,999,853

Albany City Finances.

The following is a synopsis of the annual report of the Finance Committee, submitted to the Common Council of the city of Albany, on the 25th ult:

Aggregate receipts of the year		$448,418 58
Balance in Treasury Nov. 1st, 1859		24,210 31
Total resources		$472,628 89
The disbursement for the same year were	$423,276 93	
Balance on hand Nov. 1st, 1860	49,351 96	472,628 89

The following table exhibits the details concerning the city bonded debt, contracted prior to May 1st, 1848—not including, however, the loan of the Western Railroad Corporation:

	5 per ct.	6 per ct.	7 per ct.	Total.
Bonds when payable on demand	$.....	$4,350	$1,500	$5,850
1861	.....	20,000	.....	20,000
1862	.....	20,000	.....	20,000
1864	50,000	.....	.....	50,000
1865	.....	100,000	.....	100,000
1867	.....	20,000	.....	20,000
1868	.....	20,000	.....	20,000
1869	.....	10,000	.....	10,000
1870	21,000	.....	.....	21,000
1871	20,000	.....	.....	20,000
1872	20,000	.....	.....	20,000
1873	20,000	.....	.....	20,000
1874	19,000	.....	.....	19,000
1876	.....	75,000	.....	75,000
	$150,000	$269,850	$1,500	$420,850

In addition to the above debt, the city bonds are extant for $300,000, loaned to the Albany Northern Railroad Co., and payable May 1st, 1879, with interest at 6 per cent.

Also $850,000 bonds, for the water debt, bearing 6 per cent interest. These bonds mature as follows:—

1870	$15,000
1871	285,000
1872	50,000
1876	250,000
1881	250,000
	$850,000

The interest on these bonds is paid out of the receipts for water rates, and a sinking fund, to which an annual appropriation of $5,000 is made, is provided, to meet deficiencies and aid in liquidating the bonds.

A recapitulation shows the city debt thus;

City debt proper	$429,850
Loan to Alb. Northern Railroad Co.	300,000
Water debt	850,000
	$1,570,850

Beside the foregoing, the city in $1840--'41 issued its bonds for one million dollars, to the Western Railroad Corporation. These bonds bear 6 per cent. interest, which always has been, and, no doubt, will continue to be, promptly paid by the Corporation to which they were loaned. The principal of these bonds mature thus:

July 1st, 1866	$250,000
" 1870	300,000
" 1871	200,000
" 1876	250,000
	$1,000,000

To provide for the payment of which, the said Corporation make annual contributions to a Sinking Fund. On the 30 Nov., 1860, this sinking Fund amounted to $649,050 61. The amount applied and in hand applicable to the payment of the water debt, is $58,584 70. It is believed that the annual tax appropriation of $10,000, together with the other ordinary receipts of the General debt Sinking Fund will be sufficient to retrieve the $20,000 city bonds maturing July 1st, 1861. The $20,000 falling due in 1862 will likely be met in the same manner.

The N. Y. Central Railroad Company are indebted to the city as follows: $125,000, payable in 1864, with interest, semi-annually, at 5 per cent., and $125,000 additional, maturing in 1864, without interest. The conditions existing concerning this last sum are such that its receipts cannot be fully relied upon by the city to meet its own obligations. The said Company have the privilege of retaining the amount indefinitely by paying 5 per cent. interest thereon; or they can return the property, for the purchase of which the said debt was contracted, to the city and thereby discharge the debt.

Detroit and Milwaukee Railway.

Offices of the Great Western Railway of Canada.
126, Gresham House, Old Broad street,
London, E.C., January 9th, 1861.

Sir.—since the arrival of Mr. Brydges in England, the whole question of the present position of the Detroit and Milwaukee Railway Company has been fully considered by the board of the Great Western Railway of Canada.

The board has come to the determination to recommend their Shareholders to agree to the reorganization of the Detroit and Milwaukee Company on the following conditions, it being of great and undoubted importance to all the interests concerned that a speedy settlement should be made:

1st. That all the coupons on the first and second mortgage bonds of the Detroit and Milwaukee Company, up to and including 15th May, 1862, be funded and exchanged for bonds bearing 7 per cent, interest, maturing on 1st January, 1866, to enable the Company to use the net earnings of the line for paying certain of the debts of the Company, ordered by the Court to be paid in cash. The interest on these deferred bonds will be paid half-yearly in cash.

2nd. That the amount of the Great Western Company's foreclosed mortgages, with interest up to the date of the sale of the road, 24th October, 1860, be converted into preference shares, to be secured by a third mortgage (subject only to the priority of the first and second original mortgages) on the entire line, to carry interest up to 7 per cent. per annum out of the net earnings of the line.

3d. That a fourth mortgage, subject to the above, be created, to secure a further issue of preference shares, also bearing interest up to 7 per cent. per annum, to an amount equal to the floating debt of the Company—the holders of which shall be entitled to receive such stock at par in payment of their claims.

4th. That under the circumstances of the case, after the payment of the sums ordered by the Court to be paid in cash, the interest upon the two above-mentioned classes of preference shares up to 31st December 1864, be paid equally *pro rata* out of the net earnings of the line, after paying interest on the two prior mortgages.

After 31st December, 1864, interest upon the different classes of securities to be paid in the order of their legal priorities.

5th. That the ordinary Shareholders shall receive ordinary shares in the new Company, to the extent of 20 per cent. of the par value of their old shares.

The Directors of the Great Western Railway of Canada believe the above arrangement to offer the best prospect of restoring the Detroit and Milwaukee railroad as a commercial property, and recommend the concurrence of those first and second bondholders who have not yet joined in it, to be given in the annexed form as soon as possible.

The concurrence of holders to the amount of upwards of 1,000,000 dollars of these bonds, has already been obtained, and I need hardly remind you that unless the consent of the first and second bondholders is assured the Directors of the Great Western Railway of Canada cannot undertake to recommend the arrangement proposed to their own Proprietors.

I am therefore instructed to beg the favor of your immediate reply and decision in the enclosed form.

I am, Sir, your obedient servent,
Brackstone Baker, Secretary.

P.S. I annex a general statement of accounts of the Detroit and Milwaukee Railway to December 31st, 1859; also revenue accounts for six months ending June 30th, 1860, and for five months ending November 30th, 1860.

The Trade and Commerce of Toledo.

The Toledo *Blade* contains a full and comprehensive statement of the trade of that city for the year 1860. In reference to grain, it is shown that the receipts have been more than double what they were in 1859, being 14,504,903 bushels, against 7,250,000 bushels. The statement for 1860 is as follows:

Flour to wheat, bushels	3,602,585
Wheat, bushels	5,272,698
Total flour and wheat	8,875,275
Corn, bush	5,333,751
Oats, bush	137,538
Barley, bush	122,382
Rye, bush	35,957
Grand total	14,504,903

This would place Toledo second only to Chicago among Western cities as a receiving point, the comparative receipts at Chicago, Toledo, Milwaukee and Detroit being as follows:

Chicago	35,691,701 bushels.
Toledo	14,504,903 "
Milwaukee	11,040,488 "
Detroit	7,075,415 "

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending February 25, 1860.

		Per cent.
BONDS.		
Little Miami, 1st Mort.	6s	55 and int.
Covington and Lexington, 1st Mortgage	7s	80 "
" " " 1st "	6s	75 "
" " " 2d "	7s	75 "
Indianapolis and Cincinnati, 2d Mortgage.	7s	78 "
" " " 3d "	7s	68 "
Cinc., Ham. and Dayton, 1st Mortgage	7s	100 "
" " " 2d "	7s	86 "
Dayton and Western, 2d Mortgage	7s	40 "
" " " 1st "	7s	60 "
STOCKS.		
Cincinnati, Hamilton & Dayton		70—71
Little Miami		79—80
Columbus and Xenia		78—80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.0	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,007,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	.....	36,646	79,664	.....	116,310	.....	.....	.....	.....	.....	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	685,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	.....	.....	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,000	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	.....	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	628,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	220,241	404,618	212,676	19	138
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	73½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	59½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	3,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	73½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	84
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	309,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	64,274	7	80
30 Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,350	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	681,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	226,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,820	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	---	---	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	---	---	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	---	---	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	58½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	600,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	112
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108½
30 Nov. '60	44.6	24.0	59.2	—	30	65	567	Boston and Worcester	4,301,025	437,416	—	4,500,000	—	47,584	5,327,567	83.7	525,954	1,045,683	439,284	8	109½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85½
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	—	120.7	.....	719,234	367,083	2	72
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,683	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	.....
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,554	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	15½
30 Nov. '60	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb.& W.S. etc.)	11,029,079	*	—	5,150,000	6,269,520	—	—	192.0	.....	1,881,350	888,254	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	60
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	---	---	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	59½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	15
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	---	---	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
30 Aug. '59	206.8	—	.....	—	---	---	.....	*Hannibal and St. Joseph*	10,147,007	814,301	—	1,770,612	8,768,000	—	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	---	---	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	28	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	70
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	106
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	108
30 Nov. '59	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	---	---	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	718	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
.. Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	290,278	—	—	216,794	—	56,582	—	—	—	15 344	3,366	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952			404,950		31,135	436,085						....
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*		1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,158	1,512,306	37.5	36,838	62,941	32,952	—	....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.0	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*		380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*		352,741	14,000	28,716	395,457	—	—	—	—	—	....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	46½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203			75,771	.....	.....	.....	—	—	—	—	—	....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856	.....	—	—	—	—	—	....
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*		1,852,716	755,998	12,283	.....	97.5	.....	343,021	154,369	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	79
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	34
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	16½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	*	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	....
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*		396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	66,810	.....	18.0	17,620	12,025	.....	—	....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	430,684	*		300,000	85,000	.....	385,000	ope	r.by Ren	s. & Sar.	30,150	7	....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*		50,603	41,200	22,686	114,489	—	—	—	—	—	....
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	.....		284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,560	9	....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	.....		275,000	.....	.....	294,731	ope	r. b.Hud	s. River.	.....	6	....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	.....		30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,693	2,249,183	96.8	219,280	362,994	154,752	3	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*		4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	....
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*		973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,072	—	—	—	—	—	....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	—	—	—	—	—	....
31 Dec. '59	118 2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	....
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	....
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	94
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	288,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,008	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	116
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,018	188.6	.....	798,155	414,456	6	36½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	79
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	....
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	.....	62,025	8,565	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	....
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,887	45.0	105,304	151,866	44,615	—	....
-- -- '59	36.0	—	....	84.0	—	—	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	79
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	....
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	....
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	8,500	346,500	ope	r. by C.,	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,668	52.5	.....	182,673	116,522	8	....
31 Dec. '59	110.8	2.3	36.4	—	.....	.....	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	81
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	388,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	....
30 Sep. '59	18.6	—	4.0	—	.....	.....	....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	82,411	7,267	—	....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	....
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,160	72.3	.....	556,192	379,976	10	....
30 Nov. '60	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	55.7	.....	389,622	212,954	....	86½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681,158	3,065,289	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	....
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4	.....	3,312,546	8 58,597	—	46½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	mboy	....	125
31 Oct. '60	98.0	6.0	....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	.....	200.5	248,677	1,236,597	471,712	6½	87

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,302	81,126	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,765,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	—	1,321,847	33.0	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	—	—	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
31 Mar. '59	78.0	—	—	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	—	—	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	—	2,158,000	50.0	147,231	208,439	96,571	5	—
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													—
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.5	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,819,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,146	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,333	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
1859	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	—	159.0	117,895	675,832	310,199	3	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30. 0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,666	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	—	—	90.7	98,856	492,122	82,001	—	—
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	—
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	—	—	1,780,683	62.0	175,830	172,826	37,124	—	—
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	—
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,280,695	ope	r. by Vt.	Central	—	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,493	—	—
31 Aug. '59	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,554,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,589	—	113.7	703,034	136,502	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,626	374,996	—	1,365,300	1,851,500	292,842	4,745,256	123.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	526,554	213,852	7½	—
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	—	143.2	240,150	554,203	292,988	4	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,642	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,629,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.5	7.0	27	19	328	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 568	634,061	350,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.6	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
25 Mar. '59	199.8	—	—	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653	199.8	—	492,454	—	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,504	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.6	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '60	191.9	42.6	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	264.4	—	883,186	459,943	—	12
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
1 Jan. '58	104.0	—	—	38.8	—	—	—	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	—	213,964	31,045	—	—
— — '58	10.0	—	—	65.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '59	158.5	—	—	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,218	—	—	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	—
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	187.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	337.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.0	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '60	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	—	79.3	—	—	—	European & North American	2,100,356	*	—	—	—	—	—	29.9	—	—	—	—	—
— — '59	60.0	—	—	—	—	—	—	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	—	—	—	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	—	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	—
								NEW GRANADA.													
1 Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	705,000	4,970,000	2,490,238	44,000	9,352,828	48.7	—	1,550,873	1,036,131	18	1144

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	102
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (ass. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	93½
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Hill. Tr. 1st Mort.	392,000	7	1864	----
Cent. H. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	---------	†	------	----
2d Mortgage	---------	†	------	----
3d Mortgage	---------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96½
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	16½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	168,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**	---------	---	------	----
***Columbus, Piqua and Indiana:**	---------	---	------	----
	---------	---	------	----
	---------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
	---------	†	------	----
	---------	†	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	---------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97½
2d Mortgage	2,600,000	---	1881	94
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
	---------	---	------	----
	---------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	---------	7	1891	----
Free Land, 2d Mortgage	---------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	92
Galvest'n, Houst. and Hendere's'n:				
	---------	---	------	----
	---------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,420	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	49
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
	---------	---	------	----
	---------	---	------	----
	---------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	100½
3d Mortgage	1,840,000	7	1875	87
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	96½
Construction	4,115,000	6	1875	96½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	76
2d Mortgage	400,000	7	------	78
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
	---------	---	------	----
	---------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		17½
2d Land Grant (Western Div.)	353,600	†		17½
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	83½
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	
Northern Indiana	985,000	†7	1861	82
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	74
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	75
2d Mortgage	2,175,000	†	1877	54
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	93
Premium Consolidated Stock	8,000,000	6	1883	93
Real Estate	221,000	6	1883	93
New Convertible	3,000,000	7	1864	101½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	103
3d Mortgage (convertible)	6,000,000	7	1871	90
4th Mortgage (convertible)	3,729,000	7	1880	84
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	55
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97½
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	55,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y'rs	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'66)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	55,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
3d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	....	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1878	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	.....	7	.....	17½
2d Mortgage	.....	....	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1850	85
Mortgage	296,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	....	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1965	85
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1830	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	....	.....	....
.....	.....	....	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	....	1868	70
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1853	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	893,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending Feb. 27, 1861.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
FEDERAL STOCKS:—						
U. S. 5s, 1874	85	85	85½	....	87	87
U. S. 5s, 1865	....	89	....	....	89	....
STATE STOCKS:—						
California 7s	....	....	....	....	....	....
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	85	85
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	65½	66	65	66½	67	67½
New York 5s, 1874	....	....	....	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	78½	78½	....	....	....	....
Ohio 6s, 1870	....	....	....	....	....	....
Tennessee 6s, 1890	72	72	72	74½	74½	75
Virginia 6s	75½	75½	75½	76	76½	77½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	71½	70	71	72	73	73½
Chicago and Rock Isl.	57	57	57	58½	59	59½
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ashl.	120	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	9
Clev. and Toledo	32	32½	32½	35	35½	36½
Del., Lack. and West.	82	....	....	....	80	81
Galena and Chicago	71	72	72	73½	73½	73½
Hudson River	43	43½	43½	45	46	46
Illinois Central (scrip)	78½	79	78½	81	83	84
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	55½	55½	55½	57½	59½	59½
M. S. and N. I. guar'd	31½	32½	32	33	31½	33
M. S. and N. I.	14	14	14½	15	15½	15
Milwaukee and Miss.	....	....	....	12	....	12
New Jersey Central	....	....	....	....	115	....
New York Central	77½	77	77	78½	79½	79
New York and Erie	32	32	31½	32½	33½	34
N. York and Harlem	16	15½	15½	16	16½	16½
N. Y. and H. "pref."	38	38½	38½	40½	40½	41½
Panama	114	113	113	114	115	114½
Phila. and Reading	41½	42	42½	44½	47	46½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	39	....	....	39	39	40
" " 2d M	16	16	17	....	....	16½
" " S. F.	....	....	....	....	....	77
Cl. & Tol. S. F. 7 p.c. '85	....	....	74½	74½	74½	75
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	48	....	....	....	49	49
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	105½	105
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	86	....	....	....	....	87
Illinois Centr. 7 p.c. '75	96	....	....	96½	96½	96½
" " 6 p.c. '75	96	....	....	96½	96½	96½
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	99	....	....	....	100	100
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	82	....	82	....	80	....
" " 2d M.	....	....	54	....	....	....
" " S. F.	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	80	....
" " 2 M.	....	....	....	....	55½	....
N. J. Central 1st M.	....	....	....	....	....	103½
N. Y. C. 6 p.c. certif. '83	....	....	....	....	....	....
" 1 M. 7 p.c. '64	....	....	....	....	....	101½
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '64	101½	....	101½	102½	103	....
" 3 M. 7 p.c. '83	90	....	....	....	91	91
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	....	99½
" 2 M. 7 p.c. '64	....	....	....	....	94½	....
" 3 M. 7 p.c. '67	....	....	....	....	70	....
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. s'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	92	....	....	....
America, Bank of	....	....	....	....	....	104
Commerce, Bank of	....	....	....	....	90	90
Merchants' Exch. B'k	....	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	....	....	....	105
MINING STOCK:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. C. Co.	87	87½	....	....	....	....
Cumberland Coal Co.	7	8	7½	....	7	....
Penn'a Coal Co.	76½	76½	....	....	....	....
Pacific Mail S. S. Co.	83½	83½	85	86	86	....
Canton	14	15	14½	14	14½	....
Brooklyn Water W's	100	100½	....	100½	....	....

The following are the closing prices in the London Market on the 12th February:

United States 5 p. c. red. '74	86	to	88
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	78	to	79
Do. Bonds, 1862, '71, '75 do.	58	to	60
Do. Shares, assented	29½	to	30½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, March 2, 1861.

Share and Money Market.

The week ends with the most favorable prospects for the adjustment of our political differences than have presented themselves since the Presidential election. The compromise conference have united in recommending propositions as the basis of composition, while Congress has initiated the steps for amending the constitution of the United States so that

"No amendment shall be made to the constitution which will authorize or give Congress power to abolish or interfere, within any State, with the domestic institutions thereof, including that of persons held to labor or servitude by the laws of said State."

This proposition which is now to be submitted to the States, is likely to be widely accepted till it is seen what the action of the States is to be. Under these influences, the stock market to-day, (Thursday,) is most buoyant, showing an advance of from one to three per cent. Should the measure now appear to be generally acquiesced in, there is good prospect that business matters will soon regain their wonted activity. At any rate, the prospect ahead is very favorable, both for an improvement in the stock market and for easy rates of money. The decided advance in the recent Government loan has had a most favorable influence ininspiring confidence in, and contributing to the improvement of, other securities.

The advance on the prices of yesterday were as follows:

1¼ per cent. in New York Central.
1 per cent. in Erie.
1¾ per cent. in Hudson River.
1 per cent. in Harlem preferred.
1½ per cent. in Reading.
1 per cent. in Michigan Central.
¼ per cent. in Michigan Southern Guaranteed.
1½ per cent. in Illinois Central.
1 per cent. in Galena and Chicago.
1½ per cent. in Cleveland and Toledo.

2 per cent. in Chicago and Rock Island.
3 per cent. in Chicago, Burlington and Quincy.
1¼ per cent. in Pacific Mail.
2 per cent. in Tennessee Sixes.
3½ per cent. in Missouri Sixes.
3 per cent. Virginia Sixes.
1½ per cent. in Federal six per cent. Stock.

The State stocks closed as follows:

	Bid.	Asked.
Missouri 6's	69¾	70
Tennessee 6's	76½	76¾
Virginia 6's	80½	81
California 7's	87	88
North Carolina 6's	82½	83
Indiana 5's	82	85
Indiana 2½ per cents	60	61
Michigan 6's	—	—
Louisiana 6's	70	80
Georgia 6's	—	90
Kentucky 6's	93¼	96
Ohio 6's, 1860	—	97½
Ohio 6's, 1870 and 1875	—	103
Ohio 6's, 1886	106	109
Illinois stocks	100	—

The Government new loan touched 94½@94¾, the Coupon Fives of 1865, 90.

The Late Richard H. Winslow.

This gentleman, so well known in the business circles of this city, and for many years a leading mind in the great movement that covered our country with railways, died at his residence at Westport, Connecticut, on the 14th ult. He was born at Albany, about 55 years ago, and was a direct descendant of Governor Winslow of Plymouth Colony. He came to New York about 30 years since and immediately went into business in Wall street. His prominence, however, as a public man commenced with the great railway era of the country, which almost immediately followed the discovery of California. On the 1st of January, 1849, he formed a copartnership with J. F. D. Lanier, Esq., many years a resident of the West and who brought to the firm not only all the qualities that can command affection and respect, but a very wide and intimate knowledge of the public men, and the wants and resources of the West. Mr. Lanier brought with him the first Western Railroad Bond ever offered in this market, and the firm soon turned its attention to the negotiation of this kind of securities. At that time, Western railroads hardly existed even in idea. There were no precedents to inspire confidence, or to guide in framing a system or plan for presenting these enterprises to the public. Before anything could be accomplished, a favorable opinion had to be created, a formidable undertaking where monetary co-operation was to be secured. For this office Mr. Winslow was peculiarly fitted. He was a man whose earnest convictions and great energy seldom failed to impress his own views upon all with whom he came in contact. The commencement made by the firm, however, was in a very small way. It was compelled to take a portion of loans offered, and divide the balance among a very limited circle, the firm even in such cases being frequently called upon to guaranty prompt payment of interest on the loans. The bonds of the Madison and Indianapolis Railroad were first brought out, followed by those of the Little Miami, Columbus & Xenia, Cleveland Columbus & Cincinnati, Lake Shore and other Western railroads. The immediate success of these works fully vindicated the representations made in reference to them, and realized large profits to the purchasers of their securities. Thenceforward the operations of this firm were distinguished rather for their magnitude than for the difficulties to be surmounted. For several years nearly every loan brought upon the market was proffered it, securing to it a selection of the best offered. In a short time, its operations extended to almost every State in the Union where railroads were in progress, and a very long list of our best paying projects might be named, for the construction of which this firm were instrumental in securing the means. So thoroughly had this firm become established in public confidence, that, in the years of 1852, 1853 and 1854, it was no unusual affair for it to make negotiations equaling $1,000,000 in a single day, while sales varying $100,000 to $500,000 a day were of common occurrence. In 1852, the firm was enlarged by the addition to it of Mr. James Winslow, brother of the deceased.

Considering the immense number of securities negotiated, the firm was very fortunate in the enterprises selected. This was in a great measure due to Mr. Lanier, whose thorough and intimate acquaintance with the West enabled him to fore see with great accuracy the works likely to be successful. Nearly all the securities negotiated have had their interest promptly paid, while many of them rank among the very first class. This firm were also the first to introduce *County* bonds of the State of Ohio upon this market, and negotiated the greater portion of these, which are still regarded as one among the most reliable Western securities.

After 1854, the firm gradually withdrew from railway negotiations and confined itself almost entirely to banking, in which it transacted a large business. About 18 months since Mr. Winslow retired from it on account of his health which continued steadily to decline till his decease.

What these gentlemen actually accomplished, however, is to be looked for in the *results*, rather than in the magnitude of their operations. The credit they early established for Western securities, spread till it extended over the whole of Europe as well as of this country. The capital of both was freely proffered to our enterprises. A similar spectacle was never seen. Railroads were commenced simultaneously in every part of the Union, and in the decade just closed 25,000 miles were constructed. In one or two years, 4,000 miles were opened each year. The whole system sprang as if by magic into existence, stretching from Quebec in Canada, to New Orleans, 2,500 miles apart, and from the eastern part of Maine to the eastern part of Kansas, penetrating every portion of our wide domain. The whole of Europe has yet hardly constructed the extent of mileage constructed in the United States within the past 10 years.

The commerce of a country like the United States is mainly a creation of its public works, as these are essential to give a commercial value to the products of the interior. A person who provides the means for the construction of a railroad is a public benefactor. Its results are the measure of good he has accomplished. But such persons are often the unseen spring in the mechanism, while the one who superintends the execution of a single piece of the work, becomes the conspicuous object. But for the former, the latter could have had no function or name. Now if we take the results that followed the efforts of the pioneers in the great railway movement, we shall have nothing in history to compare with it. In the Western States, where this has been the most conspicuous, there are now 10,500 miles of railroad, constructed at a cost of $400,000,000, carrying freight to the amount of 7,500,000 tons annually, and having a value of at least $500,000,000. The population of these States increased from 4,721,554 in 1850 to 7,797,528 in 1860, or at the rate of about 70 per cent. Their wealth has increased in threefold ratio. First class cities have sprung into existence, and the whole face of the country presents the scene of a numerous, active and thriving population with a vast commerce, nearly all the creation of its public works.

In the Eastern States the most striking effect of these works is seen in the progress in population and commerce of the city of New York. The population of this city and its environs has increased from 645,000, in 1850, to 1,155,000, in 1860. Its exports, in 1850, were $47,580,357; in 1859, $146,683,450. Its imports, in 1850, were $116,667,558; in 1859, $229,408,130. Its wealth, in the same time has more than trebled. This advance is the real measure of the results of the construction of Western railroads, as New York has reaped the same advantage as if each had been constructed for its particular benefit.

Such results, the firm of which Mr. Winslow was an active member, were greatly instrumental in achieving, and it is proper that the occasion of his decease should not be passed by without a reference to them, and which are certainly the proudest monument ever erected to the memory of man.

Interest and Dividends.

The semi-annual interest on the second and third mortgage bonds of the New York and Erie Railroad Company, due March 1st, will be paid on presentation at the office of the Receiver, in Erie Place, New York.

The coupons on Jersey County, Ills., bonds, due March 1st, will be paid on presentation at the office of M. K. Jesup & Co., 44 Exchange Place.

The Lykens Valley Railroad and Coal Company have declared a dividend of 6 per cent., payable on and after the 4th inst., at the offices of the Company, 13 William st., N. Y., and 2 South Seventh st., Philadelphia.

The Oswego and Syracuse Railroad Company declared a semi-annual dividend of 3 per cent. on the 20th ult., payable in New York at the Howard Insurance Company. In Albany and Troy at the New York State Bank. In Utica at the Oneida Bank. In Syracuse at the Bank of Syracuse. All others at the Lake Ontario Bank, Oswego. Dividends not called for within 30 days will be paid at the office of the Treasurer only.

The coupons due March 1st, on the Bonds of the Raritan and Delaware Bay Railroad Company, will be paid at the office of the Company, No. 191 Fulton st.

The Southwestern Railroad Company of Georgia have declared a dividend of 4 per cent. out of the earnings of the past six months.

The interest coupons due March 1 on the bonds of the Saratoga and Whitehall Railroad will be paid at the Bank of the State of New York.

The interest on the bonds of the New York and Flushing Railroad Company, due March 1, will be paid at the Seventh Ward Bank, on presentation of the coupons.

Housatonic Railroad.

The receipts of this road for the year ending December 31, 1860, were as follows:

From freight		$196,306 68
" Passengers		101,417 74
" Mail, exp's, rent, wharfage, etc	21,382 08	
		$319,106 68
Expenses	166,635 32	
Balance		$152,471 36

Disbursed as follows:

State, Town, and City Taxes	$1,327 72	
Rent of Berkshire road	42,000 00	
Rent of Stockbridge and Pittsfield road	31,409 00	
Rent of West Stockbridge road	696 72	
Coupon Interest	10,500 00	
Interest on old bonds and loans exchange, &c	7,049 97	
Suspense, and other accounts, deemed valueless	2,979 02	95,962 43
Surplus to credit of profit and loss		$56,508 93

BALANCE SHEET.

Capital stock (old), 8,200 shares	$820,000 00		
Capital stock (pref'd) 11,800 shares	1,180,000 00		
		$2,000,000 00	
Bonds issued of 1857	170,000 00		
Bonds issued of 1848	$34,000 00		
Less Redm'd not canceled	7,000 00		
	27,000 00		
			197,000 00
Notes payable	52,460 89		
December expenses	12,916 30		
Coupons	6,265 00		
Interest secured	1,645 00		
Rent of Stockbridge & Pittsfield Railroad	15,704 50		
Rent of Berkshire road	3,400 00		
Rent of West Stockbridge road	104 83		
Due on other accounts	3,536 16		
			96,132 68
Profit and loss			292,401 88
Total			$2,585,534 56
Cost of road and equipment			$2,439,775 33
Real estate			13,804 30
Bills receivable			12,815 42
Materials on hand			40,839 12
Wood lots			7,573 54
Stockbridge and Pittsfield Railroad stock			2,559 46
Housatonic Railroad preferred stock of 1845			3,687 50
Current accounts			26,963 26
Cash			37,516 63
			$2,585,534 56

Western (Mass.) Railroad.

At a meeting of the stockholders of this corporation, recently held in Boston, the President was inquired of as to the ability of the road to meet its bonded debt, when due, and he replied that there would be funds enough to pay the Albany (city) bonds ($1,000,000), when the first bonds ($250,000) became due in 1866; and if a portion of the income devoted to the payment of these bonds should then be diverted to the sinking funds for Massachusetts bonds, the company would also be able to pay them at maturity; and without such diversion of income the deficiency would not exceed $500,000. He stated that the road had purchased $300,000 of the Massachusetts bonds, which were now in the office of the State Treasurer, and which the directors would endeavor to have canceled, that no improper use could be made of them.—*Albany Statesman.*

Hannibal and St. Joseph Railroad.

The earnings, expenses and net earnings of this road for the fiscal year ending August 31, 1860, were as follows:

1859–'60.	Earnings.	Expenses.	Net earnin's.
September	$74,223.80	$33,593.45	$40,630.35
October	80,212,60	30,745.38	49,467.22
November	80,809.68	32,606.92	48,202.76
December	55,017.31	39,632.08	15,385.23
January	43,021.08	26,349.34	16,671.74
February	50,071.55	34,394.78	19,636.77
March	113,460.42	46,263.71	67,196.71
April	130,308.00	53,617.84	76,690.16
May	104,849.70	49,079.39	55,770.31
June	81,102.15	41,838.89	39,213.26
July	69,697.26	47,969.16	21,728.10
August	75,082.95	38,392.76	36,690.19
Total	$961,856.50	$474,523.70	$487,332.80

The gross and net receipts have been less than the earnings by $23,120 21. The following is the statement:

Passenger receipts		$469,625 25
Freight receipts		418,134 00
Miscellaneous receipts		50,976 94
Total		$938,736 19
Payments on account of operating expenses, and amount due on pay rolls, &c., at end of last year		$528,256 14
Payments on acc't of last year steam'rs		18,154 38
Paym'ts for materials more than used.		17,005 71
Amount standing against Missouri River boats (uncollected freight bills, expenses, &c.)		46,868 36
Cost of sundry assets on hand		8,477 41
Payments against interest		298,368 49
Cash to balance		20,605 60
Total		$938,736 19

The road was opened through to St. Joseph, Feb. 13, 1859; the average length which had been in operation from the middle of the previous November was about 170 miles.

The gross and net earnings for 9½ months, ending August 31, 1860, compare as follows:

	Gross earnings.	Net earnings.
9½ months, year ending Aug. 31, 1859	$449,278 51	$232,312 99
Year end'g Aug. 31, 1860	961,856 50	487,332 80
Increase	$512,577 59	$255,019 81

The total sales of land by the company to August 31, 1860, are as follows:

	No. of acres.	Av. price per acre.	Amount.
Pre-emption sales	1,889.64	$2 50	$ 4,742 10
Sales for cash and bonds other than pre-emption	10,322.60	12 16	125,576 03
Short credit sales	902.34	8 09	7,301 03
Long credit sales	18,993.63	10 77	204,700 68
Total	32,108.21	$10 66	$342,301 84

Town Lots sold up to August 31, 1860.

	Number.	Av. price.	Amount.
Lots sold	90	$75 54	$6,799 00

The sales of land for the year amounted to $199,846 25. The report says:

The experience of the past season does not alter our opinion that the State of Missouri, being from its climate and soil suited to a greater variety of productions than the States either north or south of it, will be more steady in its average results than the other Western States.

We are glad to confirm our last report, that the people along the Missouri River above and below St. Joseph, are showing a more decided appreciation of the value of our line, as compared with that furnished by the steamers upon the river. When our road was first opened we understood that there were nearly eighty steamers in the trade of that river, and nearly fifty were engaged in business there at the beginning of the year 1860, which closed with only ten in the trade. The association under which the steamers were for many years run upon that river has ceased to exist, broken up by the large losses incurred in an attempt to keep up a regular line over a route requiring from a week to ten days (according to the state of the water), against the route via the road, requiring but a little over 24 hours for the journey. We think, therefore, that our prospects for more uniform and satisfactory rates from that part of our business have very much improved.

The treasurer's report shows the construction account to amount to $12,364,134 27. The liabilities of the company September 1, 1860, were:—

Bonds of the State of Missouri, 6 per cent. maturing 1873, 1876		$1,500,000 00
Bonds of the State of Missouri, 6 per cent., maturing 1886, 1887		1,500,000 00
Plain b'ds, 7 per cent. maturing 1870		11,000 00
Land mortgage bonds, 7 per cent., maturing 1881		5,000,000 00
Convertible bonds, 7 per cent., maturing 1883		1,360,000 00
Second mortgage bonds, 7 per cent. maturing 1889		1,200,000 00
Bills payable, etc		156,643 35
Received from stockholders full paid 17,187 shares	$1,718,700 00	
Ditto part paid 1,813 shares	64,186 00	1,782,886 00
		$12,510,529 35
Less assets reported by fiscal agency:		
Cash	$16,517 04	
Bills and acc'ts receiv'le	45,878 04	
Buchanan County bonds, taken in payment for stock subscribed by the county	11,000 00	
Marion County bonds, taken as above	73,000 00	146,395 08
		$12,364,134 27

Alabama and Tennessee Rivers Railroad.

The Talladega (Ala.) *Watchtower*, of the 30th ult., says: Tracklaying was resumed on the Alabama and Tennessee Rivers Railroad some weeks since, and the track is now completed about four miles above town. The iron will now be extended without interruption we presume, until the road is completed to its northern terminus.

Rock Island Bridge.

By the following table it will be seen that the Rock Island Bridge has carried 192,555 passengers, which, at the low rate of 10 cents each, would amount to $19,255 50; 284,833 tons of freight, which, at the very lowest price for ferriage and handling, would cost $1 per ton, making $284,833, or a grand total on freight and passengers of $304,088 50:

Statement showing Passengers, Loaded Freight Cars, and pounds of Freight passing over, and Boats and Rafts passing through, the Draw of the Railroad Bridge, to June 30, 1860.

PASSENGERS.

From	To June 30th,	East.	West.	Total.
Sept. 1,	1856..1857	30,605	38,256	68,861
June 30,	1857..1858	35,024	31,412	56,436
June 30,	1858..1859	20,046	18,806	38,854
June 30,	1859..1860	14,263	14,042	28,405
Total		90,038	102,516	192,555

LOADED CARS.

From	To June 30th,	East.	West.	Total.
Sept. 1,	1856..1857	3,749	6,706	10,455
June 30,	1857..1858	3,238	6,341	10,179
June 30,	1858..1859	2,696	5,178	7,874
June 30,	1859..1860	6,650	5,277	11,927
Total		16,333	24,102	40,435

TONS OF FREIGHT.

	East.	West.	Total.
From Sept. 1, 1856, to July 30, 1857....	No report		
From June 30, 1857, to June 30, 1858....	No report		
From June 30, 1858, to June 30, 1859....	33,620,448	72,734,295	106,354,748
From June 30, 1859, to June 30, 1860....	110,449,197	68,029,467	178,478,664
Total.....	144,069,645	140,762,763	284,633,407

BOATS AND RATES PASSING THIS DRAW.

	Boats passing North.	Boats passing South.	Boats passing South.	Total.
From Sept. 1, 1856 to July 30, 1857.....	350	298	No Rec.	618
From June 30, 1857 to June 30, 1858.....	561	567	No Rec.	1,118
From June 30, 1858 to June 30, 1859.....	601	606	476	1,682
From June 30, 1859 to June 30, 1860.....	431	439	478	1,348
Total.....	1,903	1,910	953	4,766

Journal of Railroad Law.

COUNTY BONDS NOT NEGOTIABLE INSTRUMENTS; ILLEGAL SALE OF, BY THE NORTHWESTERN RAILROAD COMPANY; RIGHTS OF SUBSEQUENT PURCHASERS.

The nature of bonds as to their negotiable or non negotiable character, involves, not only the value of an immense amount of property, but the rights of parties who are engaged in buying, selling, or in any manner transferring them. Their character in this respect was recently considered by the Supreme Court of Pennsylvania in the case of Daniel Diamond *vs.* the county of Lawrence; and the court held contrary to English and American decisions that such instruments are not negotiable, and, therefore, that parties purchasing, take them with all the conditions or equities which may have existed between the original holder and the maker.

In this case the plaintiff claimed a judgment for the amount of a coupon accompanying bond No. 56 issued by the county to the Northwestern Railroad Company, in part payment of the county's subscription to the stock of said company, which bond and coupon the company transferred to a contractor for work done on their road, and by several successive transfers the said bond and coupon came into the hands of the plaintiff for a valuable consideration.

But on the 5th of June, 1857, before the Company had transferred this bond, the county of Lawrence filed her bill in equity in the Supreme Court of Pennsylvania against the Railroad Company praying for an injunction upon the company against any disposition of the bonds of the county and for a decree that said bonds be delivered up for cancellation. The subpœna was issued and served before the company parted with this bond. On the fourth of March, 1859, the Supreme Court made a decree in this suit to the effect that the entire subscription of $200,000 on the part of the county to the stock of the Company be, and the same was thereby, annulled and set aside, without prejudice, however, to any right, which third persons had lawfully acquired as purchasers of the bonds issued; and it was further decreed that the company should restore to the county the $200,000 of bonds that remained on hand, and pay to the county $198,000 in satisfaction of the bonds they had sold and transferred. The pleadings and proofs in the case exhibited irregularities in the making of the subscription. The court held that the subscription was valid, but that the sale of the bonds was void, because sold for 64 cents on the dollar in violation of the act of Assembly under which they were issued. It was on this ground, the illegal sale of the bonds below par, that the decree was founded.

The following is the opinion of the Court.

WOODWARD, J.—It is manifest that the bond now in suit was transferred by the company in contempt of the authority of this Court. After the service of the subpœna in the equity suit, the company had no authority, under any pretence whatever, to part with a bond. The directors, who were the governors of the company, were trustees of the stockholders. One of the largest of the stockholders came into court on the equity side, and complained of fraudulent mismanagement of the corporation, of the illegal issue of the bonds to the company, and of the illegal disposition of a portion of them by the company.

Of our right to take jurisdiction of such a case there can be no question. That our jurisdiction attached from the moment the subpœna was awarded, is equally clear. Though no special or preliminary injunction was issued, it is apparent that if the company could, after service of subpœna, go on and sell bonds, they might defeat our jurisdiction altogether. I am not now speaking of the right of a purchaser from them, but only of their right to sell, and, under the circumstances of the case, we hold that the sale of bonds, after service of the subpœna in equity, and before final decree, was an attempt to remove the subject of litigation beyond our jurisdiction, and so a contempt.

Now, as to the purchaser. Whether the purchaser of bond No. 56, is within the saving clause of the decree, depends upon the question whether he is to be affected with notice of the equity suit. He, and all under whom he claims, purchased after the institution of that suit. Were their rights lawfully acquired? * * * *

The American cases, which have limited and qualified the doctrine of *lis pendens* as here stated, will be found collected in a note to page 385 of Adam's Equity. The most material of these cases is French *vs.* the Loyal Company, where it was held that the doctrine of *lis pendens* can only affect a purchaser from the party to the suit of the subject of controversy. This is a very material limitation, and would, if it were followed, save the plaintiff's case.

But considering the peculiarities of this case, and especially the extraordinary notoriety which attended the equity suit against the railroad company, we think the rule is applicable here without that limitation. And, according to the rule, the suit was notice to all the world, of all the facts alleged in the pleadings, so that this plaintiff stands in no better situation for enforcing the bond against the county than the company themselves would stand. If we would not compel the county to pay the coupons to the company, for the reasons to be found in that suit, for the same reasons we will not compel them to pay the plaintiff.

It is argued that the bonds and coupons are negotiable instruments, and, therefore, that this defence, like all others, is excluded. We have said, on several former occasions, that we will not treat bonds like these as negotiable securities. On this ground we stand alone. All the courts, American and English, are against us. Be it so. We are not insensible to the importance of this fact, nor are we wanting in deference to the learning and wisdom of the judges who differ from us. But we are a Pennsylvania tribunal, sitting in judgment on an occasional, and extraordinary security for money created under Pennsylvania statutes. We know the history of these municipal and county bonds—how the Legislature, yielding to popular excitements about railroads, authorized their issue—how grand juries, and county commissioners, and city officers, were moulded to the purposes of speculators—how recklessly railroad officers abused the overwrought confidence of the public, and what burdens of debt and taxation have resulted to the people. A moneyed security was created and thrown upon the market by this paroxysm of the public mind, and the question is, how shall the judicial mind regard it?

According to the law merchant, the purchaser of negotiable paper takes it discharged of all equities betwixt the original parties, but the law merchant is a branch of the common law that is founded in the usages of trade and business among merchants. It is not a temporary, local, statutory system, but a permanent and universal jurisprudence, having no root in any statute; the same thing substantially, all over the civilized world, and its uniformity essential to the maintenance of the commerce of the world.

Why should these bonds be referred to *that* system of jurisprudence? They are temporary, and will never be repeated again whilst the world stands. They are local in their origin, issued by counties, cities and boroughs here in Pennsylvania, not for ordinary indebtedness, nor for purposes which belong naturally to such municipalities, and they are rendered lawful only by a special and extraordinary exercise of legislative omnipotence. Unlike bills of exchange, they do not grow up out of the daily business of mankind, but are creatures of statute law. They generally recite on their face, or refer to, the authority by which they exist. They are called by the Legislature "certificates of loans or bonds"—never notes or bills. They always wear a broad plain impress of a seal which is the only test of their authority, and which, added to a bill of exchange, would instantly destroy its commercial character the world over. The only point of resemblance between them and bills of exchange is, that both are payable to bearer, but let it be remembered, that any sealed instrument for money may be made to a particular payee "or bearer," whilst no negotiable instrument can be made under seal. It may be added that the constitution of Pennsylvania has been so amended as to forbid a future issue of such bonds—a provision which nobody ever regarded as a blow at commercial paper. These are distinctions which justify any court in refusing to treat bonds of this nature as commercial paper. But it is said the rights of innocent purchasers cannot be protected unless these

tinctions be disregarded. I reply the rights of innocent tax-payers cannot be protected if they are. No man can go over the history of these bonds and fail to see that there are two parties involved, both of whom are worthy of the regards of the judicial eye. On the one hand, there are the purchasers who have invested their money, generally at a large discount, but on the faith that the people whose representatives have issued the bond will see to its redemption—and on the other, there are the people whose representatives have hurried them thoughtlessly into oppressive indebtedness, without an equivalent. Now, if equal justice is to be administered to both parties, no narrow and technical grounds can be assumed, and certainly the bond must not be treated as a bill of exchange. Nor can the coupon, for it is part of the same instrument, and is not of itself a complete contract.

What then is equal justice both to purchasers and people in respect of these bonds? Seeing that the people, at the least, *permitted* their accredited agents to issue them, and that *some* consideration was received for them in the stock subscribed, and in the progress of the work, there is reason in holding them bound to pay so much money on each bond as it brought into the treasury of the company. That money, whether honestly applied to the work or not, was honestly paid in, for the purpose of being so applied. For that money, when it falls due, and for the interest as it accrues, the country would seem, on all principles of equity and fair dealing, to be justly liable to the holder of the bond. But the holder ought not to have more than that money, because he, or others whom he claims, purchased the bond of the company in violation of the only law which ever legalized the bond. It was forbidden to be sold under par, and all purchasers were bound to take notice of this. Generally, second and third, and more remote purchasers, pay less for such securities than the first purchaser from the company. So that when we give them the amount the first purchaser paid, they have nothing to complain of, except that the speculation turns out not quite as large as was intended.

This, then, is our ground—enforcement of the bond to the extent of the money it actually brought the company, but no entanglements of communities in the meshes of commercial law, for the purpose of holding them liable beyond this extent. We intimated in Thomas' case, that this would be our ground when a case was presented in proper shape, and though no case has yet been presented, we have stood firmly against the tendency of the judicial mind, everywhere else, to treat these special and peculiar securities as bills of exchange. And we have maintained this position perseveringly, in order that we may the better administer even-handed justice to both parties.

This explanation of our position is necessary, as showing why we allow the rule of *lis pendens*, its natural and legal operation in this case. Diamond did not buy mercantile paper, but a *bond*—a bond that was the subject of a pending suit in equity, and, therefore, he purchased it with notice of all the facts of that record.

But the statement of our position on the above the question, bears a more direct relation to one of questions now before us. It is made a part of the case that the bonds were sold at 64 cents on the dollar, contrary to the Act of Assembly, and one of the questions submitted is, whether the plaintiff, if entitled to a judgment at all, would be entitled to a judgment for more than the bond sold for. We decide that he is entitled to no judgment, because of the *lis pendens*—but that if he could recover at all, he could recover only the amount for which the company sold the bond.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

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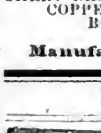
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AND

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Progress, Cost, Revenues, Expenditures

AND

PRESENT CONDITION.

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10.	" 18	"	¾ to 1	22.	" 30	"	1½ to 1
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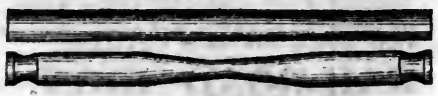
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 9, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Delaware, Lackawanna and Western Railroad.

From the annual report of the Directors of this Company for the fiscal year ending December 31, 1860, we learn that the revenue derived from the several branches of the transportation department was as follows, viz:

From Transportation of coal	$1,730,186 51
" " " Merchandise	289,321 12
" " " Exp. freight.	8,494 78
" " " Mails	9,615 89
" " " Passengers	126,333 68
" Storage, rents, telegraph, etc.	1,480 37
" Use of locomotives	12,044 77
" Use of cars	13,859 45
Total	$2,191,336 52
Expenses (a fraction less than 40 per cent	874,647 92
Profit	$1,316,688 60
The earnings of this department, for 1859, were	1,062,446 30
Increase 24 per cent	$254,252 30

The number of tons of coal on hand December 31, 1859, was 46,113 02
Received by the Company from lands owned and leased by them 570,685 06
Purchased from other parties 509,542 04

1,126,340 12
Of which there was sold and delivered 1,058,883 17

Leaving on hand Dec. 31, 1860 67,456 15

The coal moved in 1860, was more than 80,000 tons in excess of the estimate contained in the last annual report; and was an increase of 250,792 tons over the quantity for 1859.

The value of coal on hand Deccember 31, 1859, was $154,410 90
Amount paid for running and purchase of coal, transportation to market, and all other expenses of coal department in 1860 3,445,244 80

$3,599,655 70
Amount received for coal sold and rents in 1860 $3,181,888 91
Value of coal on hand December 31, 1860. 211,214 85

3,993,103 76
Loss $206,551 94

Nothing is here allowed for the coal mined from the lands owned by the Company; and the freight is calculated at 2 cts. per ton per mile over the Company's own road, and what is actually paid on connecting roads, with a charge on the latter for the use of engines and cars.

The total capital stock is 106,867 shares, equal to $5,343,350, on which $5,189,147 33 has been paid.

The expenditures on construction account (exclusive of Warren Railroad) during the year 1860, amounted to $234,258 06—of which $42,600 has been transferred to the debit of renewal fund.

The equipment consisted of 74 locomotives; 17 passenger, 5 baggage and express, 379 freight, 4,014 coal, and 24 wreck, caboose and derrick cars.

The amount expended on the Warren Railroad during the year has been $106,963 11
Previously expended 1,596,585 49

$1,703,548 60

For the expenditures made on this road, this company receive an equal amount of the capital stock of the Warren Railroad Company.

The vessel property has been increased by the purchase of three new coal barges at a cost of $12,660 97. The property in this department now consists of 18 barges and 1 schooner.

In pursuance of the provisions contained in the 1st mortgage bonds of 1875 (Eastern Extension), a sinking fund for their redemption was commenced in April, 1860, and $57,000 of the said bonds have been purchased and canceled for that account. There is nearly enough on hand for the requirements of April, 1861. Measures having been taken to redeem the Income Bonds of the company at par, the Sinking Fund heretofore opened to retire them has been closed.

INCOME ACCOUNT.

The balance to the credit of this account, 31st December, 1859, was.		$598,529 25
Deduct amount of bad debts accrued since opening of road to 31st December, 1859, heretofore standing in suspense account, and now charged off as losses		40,551 68
		$557,977 57
Add:—		
Profit in transportation department	$1,316,688 60	
Profit on bonds retired in Sinking Fund (closed), including interest accrued thereon	28,823 19	
Interest on Warren R. R. stock (other than that in renewal fund)	6,755 91	
	$1,352,267 70	
Less:—		
Loss in coal department	$206,551 94	
Insurance, taxes & bad d'bts incurred in 1860.	17,611 40	
Balance of General Interest account.	3,063 81	
	227,227 15	
Net income for 1860		1,125,040 55
Total		$1,683,018 12

DEBITS.	
Interest on 1st mortgage bonds of 1871.	$63,000 00
" " " " 1875.	104,930 00
" 2d " " 1881.	179,386 67
" Income bonds of ....1862.	17,455 58
" " " ....1865.	1,510 83
" " " ....1867.	24,366 40
" Warren Railroad bonds .. :	42,000 00
" " " stock....	76,321 50
Rent of Cayuga and Susquehanna R.R.	54,600 00
Three years' interest on capital stock (say 18 per cent. on $3,360,250) to December 31st, 1859, paid in April, 1860, in stock....	603,458 75
Dividend out of earnings for six months ending 30th June, 1860, indorsed on new scrip (say 6 per cent. on $4,011,050)	240,663 00
Balance of income account....	275,325 39
	$1,683,018 12

BALANCE SHEET, December 31st, 1860.

Cost of railroad and equipment....	$9,145,951 41
" coal lands and improvements	462,882 87
" barges....	59,956 42
" house and lot in Oswego, (taken for debt,)	1,400 00
" coal yards	3,464 41
Cash on hand....	61,288 79
Bills receivable..	291,832 27
Accounts receivable....	368,285 74
Materials on hand	309,035 08
Coal on hand....	211,214 85
Stock of Warren R. R. Co. (besides that in renewal fund)	106,150 00
Stock of Washington Mills, (taken for debt,)	9,500 00
Bond of Lackawanna Iron and Coal Company, due July 1st, 1861,) ..	1,000 00
Scrip of Atlantic Mutual Insurance Company....	1,340 00
Assets of renewal fund, (cost).....	428,400 00
" reserved fund, (cost)	126,647 66
" sinking fund of 1875, (cost)	56,000 00
" " " 1871 and 1881, (cost)	25,721 48
Suspense account, (notes and claims past due,)	10,286 24
	$11,680,357 22
Capital stock paid in....	$5,189,147 33
Mortgage bonds, (including $145,000 in reserved fund, $56,000 in sinking fund of 1875, and $42,000 in sinking fund of 1871 and 1881,)	4,957,500 00
Income bonds, (including certificates unredeemed, and $28,430 in reserved fund,)....	265,416 57
Fractional certificates of Warren Railroad stock	1,939 88
Renewal funds	257,405 87
Bills payable....	327,339 03
Accounts payable....	406,283 15
Income account	275,325 39
	$11,680,357 22
The renewal fund Dec. 31, 1859, was	$410,144 29
Add interest accrued to Dec. 31, 1860	22,311 58
	$432,455 87
Deduct cost of five new engines.....	46,600 00
	$389,855 87
Deduct also stock of L. & B. R. R. Co., unavailable....	132,450 00
Balance of renewal fund :....	$257,405 87

The par value of the assets of this fund is stated at $434,950.

OFFICERS FOR 1861.

President—CHRISTOPHER R. ROBERT.

Vice-President—DRAKE MILLS.

Managers—Drake Mills, John J. Phelps, William E. Dodge, Moses Taylor, George Bulkley, George W. Scranton, John I. Blair, Henry Young, Charles H. Marshall, Samuel L. Mitchill, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, Samuel Wetmore.

Treasurer and Secretary—ANDREW J. ODELL.

Vicksburg, Shreveport and Texas Railroad.

The Monroe, La., *Register*, of January 31 thus announces the opening of this road to that place :

It is with infinite pleasure we announce the arrival of the through train from Vicksburg to this place on Sunday last. Yes, it is an unquestionable fact, the cars have arrived and the citizens of Monroe and vicinity are now living within a few hours ride of Vicksburg and New Orleans. The train left De Sota at 11 A. M. and arrived here at 5 P. M. The honors of the occasion were celebrated in a most appropriate manner at the residence of the Hon. John Ray, one of the fathers of the road. The gentlemen who accompanied the train inform us, that everything worked admirably and that nothing occurred on the trip calculated to beget the slightest distrust of the capacity of the road. The entire working of the concern, from beginning to end, is pronounced good, very good. We hail the happy event as one of abiding interest to the citizens of all North Louisiana and Eastern Texas, and from the bottom of our heart, we wish the enterprise every possible success.—The directors and officers of the road are entitled to and have the people's most cordial congratulations.

New Brunswick and Canada Railway and Land Company.

REPORT OF THE LONDON DIRECTORS.

Referring to the offers mentioned in the last half-yearly report, your Directors have the satisfaction of informing the proprietors that they have succeeded in obtaining a contract, guaranteed by sureties, with Messrs. Walker, Johnstone and Co., for the completion of the line—payments to be made in the debentures of the Company. Mr. Osburn was subsequently instructed to employ the money with which he had been furnished on his leaving England (£15,000) in the payment of the most pressing liabilities, and your Directors have also raised and remitted to him a further sum of £10,000 for the same purpose. With these amounts, Mr. Osburn has paid off liabilities in the shape of judgment debts, overdue contractors, certificates, wages, &c., to the extent of about £23,000, and has expended the remainder in such necessary repairs to the finished portion of the railway aa were most urgently required. Mr. Osburn was also instructed to make most careful examination and inquiry as to the position of the Company's affairs in the province, and the actual amount of liabilities existing there. From his report it appears that debts still remain to be liquidated to the extent of about £24,000. The liquidation of these liabilities is of the utmost importance, not only because it is a condition in the contract with Messrs. Walker and Co. that all the Company's debts in the province should be paid, but also to prevent the creditors proceeding to a sale (already threatened) of the Company's property, the damaging effect of which it would be impossible to overrate. In addition to this sum of £24,000, rails must be procured for the last section of 25 miles, repairs on the constructed portion of the line, and engagements in this country provided for; and for these purposes £80,000 will be required—making a total to be raised of £104,000. Your Directors have negotiated in many quarters with a view to procure at least a portion of this sum on loan, for a term of years, but hitherto without success. The contractors have several hundred men employed upon the works; and it is reported that, from the judicious arrangements made by them, their operations may be continued without serious interruption during the winter, notwithstanding the severe frosts incidental to that climate. Your Directors have appointed Mr. Osburn, manager and engineer-in-chief, thereby dispensing with the services of Mr. Julius Thompson, manager, and Mr. Buck, the engineer. This arrangement is more economical and at the same time tends to greater efficiency, as it is found that, at any rate during construction, it is of great importance to combine, in one person, the office of engineer and manager. Your Directors have received a proposal from Messrs. Walker, Johnstone and Co., to lease the railway for one year from its final completion at a rental of £9,600, payable in monthly sums of £800 each on the first day of each month. Messrs. Walker and Co., have further offered, pending the completion of the railway, to lease the constructed portion of the line, being the first 65 miles from St. Andrews, at the rate of $100 per month—a rate which, on opening the additional 10 miles to Eel River, they propose to increase to £250 per month. Your Directors have not thought it for the interests of the Company to accept these proposals. Should, however, it be deemed expedient to entertain the plan of leasing the railway for a limited period, they are of opinion that a more remunerative offer would be forthcoming. Your Directors have sent out bills, to be laid before the legislature of New Brunswick, consolidating the Company's acts of parliament and relieving the Company from all questions as to its title to the land and the direction and period of completion of the line of railway and the branch to the Ledge. Your Directors have also sent out a bill empowering the New Brunswick Government to grant a guarantee of £30,000 a year in the event of the Company extending the railway to the Canadian boundary; and this, if met by a similar guarantee from the Canadian Legislature, and would constitute a permanent subsidy for an extension to join the Grand Trunk Railway on the St. Lawrence. Your Directors cannot conclude this report, without urging upon the Shareholders this absolute necessity of immediately raising the sum above referred to, or at least the amount requisite to give validity to the contract with Messrs. Walker and Co. as the very existence of the Company is dependent upon such a course being forthwith adopted. Since this report has been in preparation, your Directors have received an official communication from Mr. Tilley, the provincial secretary, to the effect that the New Brunswick Government are prepared to transfer to this Company a further grant of 30,000 acres of land, "upon certain conditions, which will be communicated at an early date." A resolution will be proposed to you for holding the half-yearly meetings in the months of February and August, instead of January and July, as at present—an arrangement that will give more time for the receipt of returns from New Brunswick, and enable the half-yearly accounts to be accurately closed to 30th June and 31st December respectively. Your Directors regret to announce that Mr. Tegg has been compelled, from ill-health, to resign his seat on the board. The Directors retiring from office, on this occasion are Mr. Wickham and Mr. Edwards, who severally offer themselves for re-election. Mr. Howden, the retiring auditor, also offers a continuance of his services.

STATEMENT OF ACCOUNT, being amounts Received and Expended to Dec. 31, 1860.

RECEIPTS.	
Deposit on 10,749 shares, issued at £2 per share....	£21,498
Less on 1,522 forfeited and canceled shares....	3,044
Existing, 9,227 shares	£18,454
Calls on above, less arrears....	153,650
Moneys in advance of calls....	16
Moneys received on 1,522 forfeited and canceled shares	3,674
New Brunswick Government.....	18,000
Mortgage bonds....	3,275
Land account (balance of).....	353
Temporary loan....	34,000
Balance	32,862
	£264,283

EXPENDITURES.

Preliminary expenses, including liabilities of the St. Andrew's and Quebec Railroad Company, paid by agreement; also repairs on old section of Railway	£11,062
Costruction to Nov. 30, 1860—Main line including extension to Market Wharf.	135,366
Permanent way	44,429
Station buildings	10,367
Plant and stock	25,597
Interest made to Shareholders	12,543
Interest and commission including discount	3,048
Mortgage interest	85
Law and parliamentary	7,053
General charges—New Brunswick	8,046
General charges—England—including, salaries, rents, stationery, printing, office and miscellaneous expenses	4,620
Direction and audit	2,068
	£264,283

CAPITAL AND LIABILITIES.

Capital	£345,000
Mortgage bonds	3,275
On acceptance	12,126
Construction and labor	51,339
Law expenses	4,126
Miscellaneous	2,089
Temporary loan	34,000
Profit and loan—	
Land account—balance of	355
Land, 70,000 acres (value not returned).	
	£427,308

PROPERTY AND ASSETS.

Railway and works and stations buildings, including all charges	£350,687
Land 70,000 acres (value not ascertained)	
Movable property—Plant and stock	25,597
Bills receivable	1,958
Arrears on calls considered good	1,746
" " doubtful	10,690
" " bad	26,766
Unissued shares	5,020
Cash and securities	4,844
	£427,308

Canal Tolls, Trade and Tonnage.

ANNUAL REPORT OF THE AUDITOR.

The Auditor of the Canal Department, in accordance with the requirements of the statutes submits to the Legislature the Annual Report of the tolls, trade and tonnage of the Canals of this State during the season of navigation for the year 1860; and all the matters which are required to be presented to the Legislature are fully and particularly set forth in the annexed tables.

The additional table and comparative statements which will be found embodied in this report, have been carefully compiled from official documents in the Auditor's possession, in order to show, as far as practicable, a comprehensive view of the trade and tonnage, as well by the canals as the railroad lines, between the great lakes and the Hudson River and New York.

The whole amount of tolls received was as follows:—

Toll on boats and passengers		$199,479
" products of the forest.	$657,624	
" animals	13,039	
" vegetable food	1,574,390	
" other agricultural products	1,348	
" manufactures	87,956	
" merchandise	223,885	
" other articles	251,876	
		2,810,118
		$3,009,597

The whole amount of tonnage transported on the canals during the last season was as follows:

Products of the forest		1,509,977
Products of animals	19,882	
Vegetable food	1,659,158	
Other agricultural products	3,714	
		1,682,754
Manufactures		268,759
Merchandise		250,360
Other articles		938,364
		4,650,214

The value of such tonnage is as follows:—

Products of the forest		$10,654,710
Products of animals	$5,030,067	
Vegetable food	49,710,838	
Other agricultural products	1,098,072	
		55,838,977
Manufactures		8,113,177
Merchandise		84,252,425
Other articles		11,989,909
		$170,849,198

The total movement of freight, or number of tons carried one mile, during the last season of navigation was as follows:—

Products of the forest		238,130,849
Products of animals	3,084,416	
Vegetable food	380,061,374	
Other agricultural products	464,000	
		383,609,790
Manufactures		28,019,208
Merchandise		55,971,250
Other articles		103,793,499
		809,524,596

The whole amount of tonnage arrived at tide-water by way of Erie Canal, from Western States and Canada, during the last season of navigation, was 1,896,975 tons. The whole amount of tonnage arrived at tide-water, the product of this State, during the same period, was 379,086 tons.

The whole number of barrels of flour arriving at tide-water through the Canals, during the last season of navigation, was 1,240,908

The whole number of bushels of wheat arriving during the same period was 19,204,000, which turned into flour, calculating five bushels to the barrel, would make 3,840,800

Total in barrels 5,081,708

The whole number of bushels of corn arriving at tide-water during the same period was 14,430,857. The total number of new boats registered during the last year was 403, with a total tonnage of 48,355, making an average tonnage of 120.

The whole number of lockages at Alexander's lock, for the season, was 32,439, and the greatest number of lockages at any one lock was 35,490, at lock 32, Fort Plain.

Comparing the season of 1859 with that o 1860, it shows an increase in revenue of $1,285,652, and an increase in tonnage of 868,530, divided among the different classes of articles as follows:—

Products of the forest	decrease	32,058
Products of animals	"	16,269
Other agricultural products	"	3,264
Manufactures	"	30,662
		82,253
Vegetable food	increase	885,503
Merchandise	"	39,178
Other articles	"	26,102
		950,783
		868,530

The increase in lockages at Alexander's lock is 12,165.

In flour and wheat, comprised in the returns of vegetable food, there has been an increase of tonnage the past year of 495,358, and an increase of tolls of $543,144. In corn and oats there has been an increase during the same period of 395,424 tons, and an increase of tolls of $448,402. Under the head of "Products of the forest" there was an increase in tonnage upon shingles, boards and scantling, as compared with 1859, of 8,941, and a decreased tonnage upon timber, staves and wood of 37,846 tons, and a decrease in pot and pearl ashes of 3,362. Under the head of "Other articles" there was an increase in the tonnage of mineral coal for the same period of 48,420, and a decrease in sundries of 23,990 tons.

The whole number of bushels of barley transported on the canals in 1859 was 3,564,541

The whole number of bushels transported in 1860 was 3,814,416

Showing an increase in 1860 of 249,875

The following comparative statement shows the number of tons of each class of property carried on the canals during the season of navigation in the year 1860, and on all the railroads in the State from the 1st of October, 1859, to the 30th of September, 1860, inclusive. Compared with 1859, the canal tonnage has increased 868,530, and the railroad tonnage 882,490. The canal tonnage is not duplicated by reshipments or shifting cargoes to be reoleared; the railroad tonnage is duplicated to a very considerable extent. All the New York Central Railroad tonnage, received from and delivered to its connecting lines, is duplicated, and the same remark is applicable to the New York and Erie Railroad and its connections. The tonnage of the railroads was largely in excess of the canals in the "Products of animals," "Other agricultural products," "Manufactures," and "Merchandise":—

	Products of the forest	Product of animals	Vegetable food	Other agricultural products	Manufactures	Merchandise	Other articles	Total tons carried	
Tons of each class carried on the canals.	1,509,977	19,882	1,659,158	3,714	268,759	250,360	938,364	4,650,214	
Tons of each class carried on all the railroads.	373,424	895,619	1,103,640	148,219	511,916	783,811	930,244	4,741,773	
Total tons of each class carried on the canals and railroads.	1,883,401	915,401	2,762,798	146,933	780,675	1,034,171	1,868,608	9,391,987	

The whole number of tons carried one mile on the canals was 809,524,596, and on the railways 564,050,505. Compared with 1859, the mileage on the canals has increased 264,896,649, and that of the railroads 180,625,064. The increase on the canals, compared with 1859, in vegetable food was 885,503 tons; on the railroads 337,223. The tonnage on the railways and canals in merchandise has increased on both. The aggregate of this increase in 81,557 tons.

The Pennsylvania and Sunbury and Erie Railroads.

The State Senate has passed the bill to commute the tonnage tax on the Pennsylvania Railroad, and also the bill to change the title of, and extend relief to, the Sunbury and Erie Railroad. They now each require only the signature of the Goverpor to perfect them as laws, which it is understood they will receive with little delay. As the result of the removal of the tonnage tax we hope to see freight forwarded from Chicago and landed on the Delaware wharves here without breaking bulk, and at lower freight charges than it can be carried by any rival line. The relief

granted to the Sunbury and Erie Railroad will, it is understood, enable the Company to carry it to completion within a year, or a year and a half at most, and to the entire amount of its business, much or little, will our city be advantaged.—*Philadelphia Commercial List, March* 2, 1861.

Railways in the British Colonies.

As a meeting of the Institute of Civil Engineers, recently held in London, an interesting account was given of the progress made in the construction of railways at the Cape of Good Hope, New South Wales, Victoria, South Australia, etc.

At the Cape of Good Hope, a line of railway had been commenced, designed to run from Cape Town, through Stellenbosch, to the Paarl and Wellington, a distance of about 58 miles, the first section of which was nearly completed and would shortly be opened.

The Australian railways, with the exception of two or three short lines near Melbourne, all belong to the government, and have been carried out by means of loans.

The railways in progress in New South Wales were the Great Southern, the Great Western and the Great Northern. The Southern or main trunk line from Sidney, ultimately intended to join the Victorian system of railways at the river Murray, had been opened as far as Campbelltown, a distance of 34 miles. Up to Paramatta, 13½ miles, there were two lines of way, and beyond, only a single line. A further length of 20 miles, as far as Picton, was expected to be completed in a few months. The cost of the double line, including rolling stock and machinery, and workshops at the terminus, had amounted to upwards of £40,000 a mile, and of the single line about £10,000 a mile. Trial surveys had been made, and estimates prepared of the cost of extending this line to Goulburn, from which it appeared that the natural difficulties were such as would necessitate an expenditure greatly in excess of that hitherto incurred. The Western, starting from the Southern, 1½ mile west of Paramatta, was opened as far as Blacktown, on the Windsor road, a distance of 8 miles, in August last. The cost had averaged about £10,500 a mile of single line. The works were now in progress up to Penrith, a further distance of 12 miles. This line was at present proposed to be carried out to Bathurst and extensive surveys and explorations had been made of the country between the Hawkesbury and that place, including the valley of the Grose, in order to discover a practicable route by which to pass the range of the Blue Mountains. The Northern Railway started from Newcastle, about 60 miles north of Sidney, between which places there was steamship communication daily. The line was opened two years ago to East Maitland, and subsequently to West Maitland, a distance of 20 miles; and in August last to Lochinvar, a further length of 8 miles. From Lochinvar to Singleton, 23 miles, the works would be finished in the middle of 1861. The expenditure had amounted to about £12,000 a mile of single line. The country was under survey beyond as far as Muswellbrook, 70 miles. It abounded in minerals, particularly in coal, from which all the Australian colonies, as well as India and China, might be supplied.

In Victoria, the railways now open were the Geelong and Melbourne, a single line, forty miles long, passing through a level country, in connection with which there were extensive piers and wharves at Williamstown, the port of Melbourne. Also the Suburban Railways, which had been constructed by private companies, in whose hands they still remained. These were: 1, Melbourne and St. Kilda; 2, St. Kilda and Brighton; 3, Melbourne to Richmond, Hawthorne and Brighton; and 4, Melbourne and Hobson's Bay, a double line, three miles in length. The great lines to the interior were: 1, Melbourne and Mount Alexander, to Castlemaine, Sandhurst and Echuca, on the river Murray, a length of 152 miles. The main line had been opened to Sunbury, 22 miles, and also the branch to Williamstown. The portion of the line from Sunbury to Woodend, 28 miles, was expected to be finished early next year. 2, Geelong and Ballarat, a length of 53 miles, of which no part was yet open. The estimated cost of these two lines, both of which would consist of a double way, was seven millions (upwards of £34,000 a mile), of which three millions sterling had been already raised and expended. With respect to the general character of the country, it was described as rising regularly from the coast to the dividing range—with the exception of one sudden step of 300 feet—to a height of about 2,000 feet in 40 miles. There were occasional chasms, or ravines, 100 to 500 ft. in depth, and 660 to 3,300 feet in width, through which the water falling on the higher ranges was discharged with impetuous velocity. But there was a total absence of those great leading valleys which were found in England. The larger rivers, creeks, and ravines had been crossed generally by viaducts constructed with abutments and piers of bluestone masonry, and wrought iron superstructures. The permanent way was of the most substantial character, consisting of a double-headed rail, weighing 80 lbs. per yard, finished, and laid in chairs in the ordinary way, on native timber sleepers.

In South Australia, a double line of railway, from Port Adelaide to Adelaide, a distance of 3½ miles, had been opened for three or four years, and a single line from thence to Gawler, 29 miles, for two years and a-half. From Gawler to Kapunda, 16 miles, the line was opened this year. It was proposed to extend this line northwards.

☞Parties requiring the professional services of a thoroughly competent engineer, will please address W. G. Wheaton, Esq., C. E., Peoria Ill. From a long practical experience as Civil Engineer, and the Chief of several railroads in the North-West, he feels competent to undertake and successfully carry through any and all branches of the profession in railroad engineering. Companies wanting a permanent engineer, or preliminary surveys, reports, estimate, plans or specifications, can be accommodated. Also, older companies in need of an engineer to re-construct and keep in repair their road will do well to employ him. His references are Hon. Wm. Ogden, President C. & N. W. R. R. Co., Chicago, Ill.; Henry Farnam, Esq., President C. & R. I, R. R. Co., Chicago, Ill.; John B. Turner, Esq., Ex-President G. & C. U. R. R. Co., Chicago, Ill.; John Van Nortwick, President C. B. & Q. R. R. Co., Batavia, Ill.; Isaac Underhill, Ex-President P. & H. R. R. Co., Peoria, Ill.; Thos. C. Durant, Esq., C. & R. I. R. R. Office, 13 William Street, New York.

Liabilities of Railroads for Cattle Killed in the State of Delaware.

An important decision, involving the rights and liabilities of railway companies, and the owners of cattle killed by trains when on the track, has just been made by Chief Justice Gilpin, of the State of Delaware. Four main points were made by the learned judge, and were established by his decision as the law of his particular jurisdiction, to wit:

1. That a railroad company, legally chartered, has the unobstructed right of way over its own road.

2. That it cannot be held in damages for any loss which owners of cattle may sustain if their cattle are killed or injured while upon the track, and when due diligence and caution are observed on the part of those in charge of the train to prevent said destruction or injury.

3. That the company is not bound to fence in the lands or farms along the line of road merely for the sake of keeping cattle off the track; but that it is the duty of owners of cattle to see that such cattle do not interfere with and obstruct the passage of trains, and thus become trespassers.

4. That persons who suffer their animals to roam at large upon the track, to the detriment of the travel by obstructing the road, are liable in a suit for trespass thereof.

Bombay, Baroda and Central India Railway.

The second section (45½ miles in length) was completed on 1st January for public traffic, and its formal opening by Sir George Clark, the Governor of Bombay, was appointed to take place about the 17th of that month, making 81¼ miles open for traffic between Surat and Baroda. There is, however, at present a break in the line, where the Nerbudda river crosses it at right angles, over which the traffic is now conveyed by ferry-boats; but, as the works on the Nerbudda bridge are progressing with great rapidity, it is expected that this gap in the line will be filled up on 1st May next by the completion of that magnificent iron bridge of 60 spans and 3,750 feet in length, being the most difficult work on the line. There are 15 intermediate stations on the 81¼ miles between Surat and Baroda; the district being very populous, it is expected that the traffic will be very considerable. On 1st February, 1860, the first section (29 miles in length) was opened for traffic from Amrolee to Unklesur, a district between the Taptee and Nerbudda rivers. On the completion of the Taptee bridge (of 32 spans) in the latter end of last November, the first section was extended across the Taptee to Surat at one end, and to the bank of the Nerbudda at the other end, thus adding 6¾ miles to it, and making the length then opened 35¾ miles. The Taptee bridge is about 2,000 feet in length, crossing a strong tidal river, and having alluvial foundations. The piers are constructed of iron screw piles and diagonal bracing, the superstructure consisting of wrought-iron girders. This bridge was opened for traffic within one year from the first commencement of its erection, including a delay of four months during the monsoon. It should be mentioned that immediately after the opening of this bridge and the additional 6¾ miles, the average traffic per mile on the 29 miles was doubled over the whole length of the 35¾ miles. The additional 45½ miles opened on 1st ult., make in all 81¼ miles opened to that date. It is expected that 14 additional miles, from Baroda to the Mhye river, will be opened for traffic in the course of next month, making 95 miles. The sanction of the Government having been given to the resumption of the works, which were suspended by them on the portion of the line from Surat to Bombay, it is also confidently expected that a further section of 40 miles from Surat to Bulsur will be opened for traffic in June next, making together a continuous line 136 miles in length, passing all the way through the best cotton district of India.—*London Railway Times.*

Current Prices of Metals.

[Furnished to *Herapath's Railway Journal*, by Messrs TRUEMAN & FRY, Metal Brokers of London and Liverpool.]

London, Feb. 7, 1861.

IRON.		£	s.	d.		£	s.	d.
Railway bars, f.o.b. Wales	per ton	5	10	0	to	5	15	0
Do. Tyne or Tees	"	5	5	0	"	5	15	0
Do. chairs, Wales or Clyde	"	3	15	0	"	4	0	0
Do. fish plates, Wales	"	7	0	0	"	7	10	0
Pig, No. 1, Wales	"	2	15	0	"	3	5	0
Pig, No. 1, Clyde	"	2	9	0	"	2	12	0
Pig, M. Nos.	"	2	8	6	"	2	11	0
British bar, London	"	6	5	0	"	6	7	6
Nail rods, London	"	7	0	0	"	0	0	0
Do., Staffordshire, London	"	7	10	0	"	8	0	0
Bars, " "	"	7	10	0	"	8	10	0
Hoops, London	"	9	0	0	"	9	10	0
Sheets, single, London	"	9	5	0	"	10	5	0
Swedish, London	"	11	10	0	"	11	15	0
COPPER.								
Sheathing, bolts, etc.	per lb.	0	0	0	"	0	0	11½
Bottoms	"	0	1	0	"	0	1	¼
Old	"	0	0	9½	"	0	0	10
Tough Cake	per ton.	102	10	0	"	0	0	0
Tile and ingots	"	102	10	0	"	0	0	0
Best selected	"	105	10	0	"	0	0	0
Burra Burra	"	100	0	0	"	101	0	0
South American	"	90	0	0	"	91	0	0
Yellow metal	"	0	0	9	"	0	0	9½
LEAD—English pig	"	21	5	0	"	21	10	0
Sheet	"	22	5	0	"	0	0	0
Patent shot	"	25	0	0	"	25	10	0
Spanish pig (soft)	"	20	15	0	"	21	0	0
QUICKSILVER	75 lbs.	7	0	0	"	0	0	0
STEEL—Swedish in kegs	per ton.	17	10	0	"	0	0	0
Swedish in fagots	"	19	0	0	"	19	10	0
English spring	"	18	10	0	"	24	0	0
SPELTER	"	18	10	0	"	0	0	0
ZINC—Nos. 9 to 18	"	25	0	0	"	25	10	0
TIN—English block & ingot	"	128	0	0	"	0	0	0
English bars	"	129	0	0	"	0	0	0
Do. refined	"	130	0	0	"	0	0	0
Banca	"	130	0	0	"	0	0	0
Straits	"	120	0	0	"	121	0	0
TIN PLATES—Charcoal 1c.	p. box.	1	9	0	"	1	11	0
Charcoal Ix	"	1	15	0	"	1	17	0
Coke Ic	"	1	3	6	"	1	5	0
Coke Ix	"	1	9	6	"	1	11	0

Illinois Central Railroad.--Locomotive Department.

The machinery on this road seems to have been maintained and run during the past year, with a good degree of economy, as will be seen by reference to the following abstract, furnished us by S. J. Hayes, Esq., Superintendent of Machinery on the road:

Total number of engines	112
Number of miles run by passenger trains	926,843
" " freight trains	1,124,562
" " construction and wood trains	386,417
" " all the trains	2,437,822
Bbls. waste used	31,429
Gallons oil	21,114
Cords of wood used	46,576
Tons coal and coke used	16,490
Wages paid firemen and engineers	$96,623
Cost of repairs	148,502
Value of oil, tallow and waste used	19,160
Value of wood and coal used	212,009
Cleaning engines	15,477
Total cost of maintaining and running machinery	$491,773
Average cost of wood and coal per mile run.	8.70
" " oil, waste and tallow "	.78
Wages of firemen and engineers per mile	3.96
Cost of repairs per mile	6.10
" cleaning engine per mile	.63
Total cost per mile of running and maintaining machinery	20.17
Average miles to pint of oil	14.43
" " cord of wood	41.35
" " ton of coal	34.25

Items.

A survey is being made for the extension of the Buffalo, New York & Erie Railroad to Elmira, from Corning.

The State of Illinois has passed a law to pay $184,376 91 to old contractors on the Illinois and Michigan Canal, being the loss on exchange upon bonds sold in London when the canal was built.

An application has been made to the New Jersey Legislature to authorize the laying of rails on the plank road between Newark and Hoboken, for a horse railway.

A bill appropriating half a million of dollars from the State Treasury in aid of the construction of the Albany and Susquehanna Railroad, has passed the Senate of New York.

The temporary loan of $35,000 of Ohio State stocks will be paid by the Commissioners at the Ohio State agency, No. 25 William Street.

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending February 22, 1860:

Passengers	$13,265 48
Freight and live stock	25,475 45
Mails and sundries	1,293 26
Total	$40,034 20
Corresponding week of last year	33,411 64
Increase	$6,622 56

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 9,

were	$40,470 86
Week ending Feb. 11, 1860	50,733 72
Decrease in 1861	$10,262 86
Total traffic from July 1st, 1860	$2,097,110 26
Corresponding period previous year	1,671,212 46
Increase	$425,897 80

During greater part of the week trains were entirely stopped by intense cold and snow storms.

The receipts of the Grand Trunk Railway of Canada for the week ending February 16th, 1861,

were	$42,226 95
Corresponding week, 1860	50,926 14
Increase	$8,699 20
Tot. traffic from July 1, 1860, to date,	$2,139,337 20
Corresponding period, 1859	1,722,138 60
Increase	$417,198 60

Traffic still interrupted by snow storms.

The earnings of the Cleveland and Toledo Railroad for February, 1861 were

	$75,690
February 1860	67,321
Increase	$8,459

The earnings of the Galena and Chicago railroad for February, 1861, were

	$77,079 15
February 1860	62,698 19
Gain	$14,380 96

The earnings of the Hudson river railroad for

February, 1861, were	$205,342 69
February, 1860	209,422 63
Decrease	$4,079 94

One working day less this year than last.

Earnings in February for the last four years:

1858	$163,837 27
1859	190,588 94
1860	209,422 63
1861	205,342 69

The following is a statement of the earnings of the Buffalo, New York, and Erie Railroad for the month of February, 1861, as compared with the earnings for the corresponding month of the previous year:

February, 1861	$39,249 03
February, 1860	35,117 74
Increase	$4,071 29

The Michigan Central Railroad earned in February, 1861 $119,783 97
February, 1860 107,748 86
Increase $12,005 11

The earnings of the Chicago and Rock Island Railroad in February, 1861 were $64,105
February 1860 66,510
Decrease $2,495

The earnings of the St. Louis, Alton and Chicago Railroad in February 1860, were:

Passengers	$22,193 87
Freight	48,326 70
Mails and express	3,278 37
Total	$73,793 94
February, 1860	55,113 13
Increase in 1861	$18,680 81

The receipts of the Grand Trunk Railway of Canada for the week ending Feb'y 23,

were	$54,306 81
Corresponding week last year	55,691 48
Decrease	$1,384 67
Total traffic from July 1, 1860	$2,193,644 01
Corresponding previous year	1,777,830 08
Increase	$415,813 93

Traffic still interrupted by drifting snow.

The earnings by the Chicago, Burlington and Quincy Railroad Line in the month of February were in

	1860.	1861.
Freight	$70,758 10	$77,198 00
Passengers	30,925 68	29,659 19
Mails and miscellaneous	16,172 78	2,766 80
Total	$117,856 62	$109,623 99
Decrease		$8,232 63

The earnings of the Chicago and Northwestern Railroad for February, 1861, were $47,747 72
February, 1860 32,179 12
Increase, 1861 $15,568 60

The earnings of the Toledo and Wabash Railroad in February, 1861, were $46,842 61
February, 1860 42,063 53
Increase $3,779 08

Railways in New Brunswick.

We see it stated in the New Brunswick papers that the European and North American Railway has been completed from St. John to Shediac, on the Gulf of St. Lawrence, a distance of 110 miles. There is a road already built from Truro to Halifax, N. S., more than half the distance from Halifax to the boundary of New Brunswick. The work on the European and North American road has been prosecuted amid many obstacles and discouragements, and its completion to the Gulf of St. Lawrence will be of great benefit to the fine agricultural and mineral lands through which it passes. We hope the day is not far distant when the original project of pushing the line through from Bangor to the boundary of New Brunswick will be completed. The New Brunswick people it is said, are willing to build their portion of the road to the line whenever they can be assured that the portion of the road lying in the State of Maine will be built.

We see in the St. John papers that the Board of Engineers, in finishing up their work on the road, made Robert Jardine, Esq., the Chairman of the Railway Commissioners, a beautiful present as a token of their regard and esteem. Mr. Jardine was one of the original projectors of the enterprise, and was one of the representatives of New Brunswick at the great Railway Convention in Portland in 1850. It is owing in no small degree to his wisdom and energy, and untiring devotion to the work, that this great enterprise has thus far succeeded.—*Boston Journal.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
23 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,378	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,878	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '59	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	—	2,000,000	232,000	96,730	2,564,623	120.0	.....	289,860	55,227	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Nangatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	[119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,880	.....	117.4	.....	1,049,768	416,251	....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	18	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	98
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	—	—	—	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,659	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	69½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,608,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '58	121.0	138.5	73.6	—	66	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	70
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.8	.....	1,976,578	556,624	—	78
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	—	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
.. .. '58	186.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,787	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,723	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— {	...	...	.....	{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225.577	.....	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		161,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000						—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	98½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600			37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	58½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	[756,641	9,007,605	218.0	.....	929,527	340,516	—	14
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	112
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	6	109½
30 Nov. '60	44.6	24.0	59.2	—	30	65	567	Boston and Worcester	4,301,025	437,416		4,500,000		47,584	5,327,587	83.7	525,954	1,045,683	439,284	8	111
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	86
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*		2,853,400	1,955,500			120.7		719,234	367,083	2	71
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	341,803	659,485	267,450	6	100
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	158,374	229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	55,881	143,261	25,264	6	—
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,896		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,067	—	—
30 Nov. '59	8.6	—	—	23.4	—	—	—	N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,581	—	—	—
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	104
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	32,480	48,355	27,000	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	—
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	68,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usatun.	31,490	7	—
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch												—	—
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	107,478	246,798	106,317	—	154
30 Nov. '60	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	11,029,079	*		5,150,000	6,269,520			192.0	.....	1,881,350	888,254	8	113
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,463,409	45.7	179,490	216,444	94,244	4	61½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada						—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	55½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	15
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Soutnern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
30 Aug. '59	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	—
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	—
... ...	...	...	.....	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '59	163.0	19.0	.....	119.0	28	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	.....	.....	.....	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	70
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,478	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	105½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	—
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,278,392	1,189,399	12	108
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	—
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000			1,488,121	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	—
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	.....	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	—
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	—
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	3,266	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	44½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12.283	.....	97.5	.....	'343,021	154,369	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	77
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,527,406	—	31½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	15½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,956	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	84.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,120	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	70
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	94
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	120
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	38½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,780	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	79
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	80
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,967	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	206.9	.....	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
0 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
1 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,564	10	55
1 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,586	436,228	4,407,764	119.0	.....	337,257	90,488	—	11½
0 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	—
1 Dec. '59	110.8	2.3	36.0	—	.....	.....	.....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,809	—	81
0 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
0 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
1 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	2,991,150	72.8	.....	436,237	153,334	6	54
1 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
1 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
0 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
0 Nov. '59	45.7	—	.....	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
0 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
1 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	281,582	9,291,156	.....	.....	596,857	503,660	6	52½
0 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.8	.....	556,192	379,976	10	—
0 Nov. '60	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	380,622	212,954	.....	86½
1 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,168	3,065,289	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
0 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
0 Sep. '59	17.0	7.0	.....	—	16	—	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
0 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,546	8 58,597	.....	41
1 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	m boy	.....	125
1 Oct. '60	98.0	6.0	.....	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	.....	209.5	48,577	1,236,597	471,712	6½	87

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	—	1,321,847	33.0	—	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	—	—	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	----
31 Mar. '59	78.0	—	—	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	—	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	—	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	2,919,554	164.5	—	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	----
31 July '58	32.0	—	----	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	—	—	—	—	2,643,533	—	—	—	—	1,499,630	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	----
1859	t—	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,259	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	60,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,508	13,892	—	----
1859	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	—	159.0	117,895	675,832	310,199	3	----
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30. 0	—	1,248	—	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	----
-- -- '58	56.0	—	----	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	177,563	—	50.0	31,300	32,670	—	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	----
-- -- '59	28.0	—	----	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	—	—	90.7	98,856	192,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	556	Rutland and Burlington	3,989,708	601,509	92,856	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	----
31 Aug. '59	62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	—	—	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	72
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r. b. Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	----
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	—	143.2	240,130	554,203	292,988	4	57
30 Sep. '59	76.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	328	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	480,193	740,489	347,967	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	----
25 Mar. '59	199.8	—	----	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653	199.8	—	492,454	—	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	----
31 Dec. '60	191.9	42.5	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	----
1 Jan. '58	104.0	—	----	38.8	—	—	—	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	—	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	—	—	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	128	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	98.6	254,530	—	—	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.3	—	—	—	European & North American	2,100,356	*	—	—	—	—	—	29.9	—	—	—	—	----
-- -- '59	60.0	—	----	—	—	—	—	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60 0	—	—	—	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	----
								NEW GRANADA.													
13 Dec. '60	48.7	—	----	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	—	1,550,873	1,036,131	12	115

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
*Catawissa, Williamsp. and Erie:				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	103½
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
*Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1863	93½
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1863	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	39
2d Mortgage	2,000,000	---	------	10½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	98
2d Mortgage	950,000	7	1880	86
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin.:				
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*Columbus, Piqua and Indiana:				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	98
1st Mortgage (E. Extension)	1,500,000	---	1875	97½
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '66	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Henders'n:				
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*Great Western, Ill.:				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	48
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	98½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1878	99
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	87
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	97½
Construction	4,115,000	6	1875	97½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,600	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	76
2d Mortgage	400,000	7	------	80
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
----------	----------	---	------	----
----------	----------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		17½
2d Land Grant (Western Div.)	353,600	†		17½
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	83½
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1890	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		96
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,331,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	††7	1857	
Northern Indiana	985,000	††7	1861	82
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	74
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	75
2d Mortgage	2,175,000	†	1877	57
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	8	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	96
Premium Consolidated Stock	8,000,000	6	1883	96
Real Estate	221,000	6	1883	96
New Convertible	3,000,000	7	1864	101½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1859	103
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	85½
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	55
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97½
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			68
Chattel Mortgage	214,500	10		
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	5		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,800	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	8	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,800	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	616,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage (O. and I.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	366,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Stenbenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
----	----	----	----	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	70
2d Mortgage (convertible)	2,000,000	7†	'68–'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	----	7	------	17½
2d Mortgage	----	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (conpone)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	----	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	----	----	----
----	----	----	----	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending March 6, 1861.

	Th. 28.	F. 1.	Sat. 2.	M. 3.	Tu. 4.	W. 5
FEDERAL STOCKS:—						
U. S. 5s, 1874	87½	88½	87½	----	85	86
U. S. 5s, 1865	91	91	----	90	----	----
STATE STOCKS:—						
California 7s	87	87¾	----	----	----	88
Georgia 6s	----	----	----	----	----	----
Illinois 5s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	70	69½	66	66½	65	64
New York 5s, 1874	----	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	82	----	82	----	81	79
Ohio 6s, 1870	----	----	90	----	----	102½
Tennessee 6s, 1890	76	77	75½	73½	73	72½
Virginia 6s	79	81	77	77	77	75
RAILROAD SHARES:—						
Chicago, Burl. and Q.	76	74	74	74	71	69¾
Chicago and Rock Isl.	61	60	58	59	56	57
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	120	120	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	37½	36	36½	36	33½	33½
Del., Lack. and West.	82	----	----	----	----	----
Galena and Chicago	74	72½	72½	72	69½	79
Hudson River	47	46	45½	45	43½	44½
Illinois Central (scrip)	84	82	81	82	80	78
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	60½	58½	57½	58½	56½	55½
M. S. and N. I. guar'd	33¾	33½	35	35½	34½	34
M. S. and N. I.	15½	15	14½	15	15½	15
Milwaukee and Miss.	----	----	12	----	----	----
New Jersey Central	115	----	----	----	----	----
New York Central	80	79	78	79	77½	77
New York and Erie	35	35½	32½	32½	32½	31½
N. York and Harlem	17	16	15½	16	15½	15½
N. Y. and H. "pref."	42½	40	40	40	30	----
Panama	115½	116½	116	115½	115½	115
Phila. and Reading	47½	45	45½	45	45	41
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	40	----	39¾	----	39¾	39
" " 2d M	16	----	----	----	----	----
" " S. F.	76½	77	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	75	----	----	75
D. L. & W. 1 M. 8 p.c. '71-5	98	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	92	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2 M. 8 p.c. '75	95	----	96	----	----	----
Hann. & St. J. 1 M. 8s	48½	48	48	49½	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	105½	----	----	105
" 2 M. 7 p.c. '60	101	----	101	----	----	----
" 3 M. 7 p.c. '75	----	87	87	87	----	86
Illinois Centr. 7 p.c. '75	97	97¾	----	98	97½	97½
" " 6 p.c. '75	97	97¾	----	98	97½	97½
L. Erie & Wab. 1 M.	88	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	100	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	57	----	----	57	57	----
" " S. F.	75¾	76	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	103¾	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	96	----	----	----	----
" 1 M. 7 p.c. '64	----	102	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '83	92	----	----	----	----	----
" 4 M. 7 p.c. '80	85½	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	99½	99½	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	79	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	----	----
America, Bank of	104	----	----	----	----	105
Commerce, Bank of	----	----	90½	----	----	90½
Merchants' Exch. B'k	----	----	97½	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	105	105	----	----	----	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	----
Rockland	----	----	----	----	----	----
Minnesota	----	----	----	----	----	----
Isle Royale	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. C. Co.	90	90	90	----	90	90
Cumberland Coal Co.	7⅛	7⅛	8	7⅛	7⅛	7
Penn'a Coal Co.	78	----	77	----	----	76
Pacific Mail S. S. Co.	88	88¼	86¼	85½	84	83
Canton	15	15	14½	14½	15	----
Brooklyn Water W's.	100¾	100¾	100⅛	100¼	100⅛	100½

The following are the closing prices in the London Market on the 12th February:

United States 5 p. c. red. '74	86	to	88
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	70	to	72
Do. $100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1859	88	to	90
Do. 3d do. 1883, assented	78	to	79
Do. Bonds, 1862, '71, '75 do.	58	to	60
Do. Shares, assented	29½	to	30½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80

American Railroad Journal.

Saturday, March 9, 1861.

Share and Money Market.

The Share Market has been in a feverish condition during the week. The inauguration of the new President with the declaration of his policy in his message, engrossing almost entirely the public attention. The first effect of the message was favorable, followed by a downward turn under which prices fell off largely. There is an universal feeling that we are on the brink of hostilities, which may at any moment be precipitated by some unseen accident or cause. There are so many points in which we can come in collision, and so many questions arising for which no apparent solution exists, it is felt that one is not sure that peaceful relations will continue for an hour. Under such circumstances we must expect to witness the greatest degree of sensitiveness, till the future is more clearly seen. The struggle now is to avoid a hostile outbreak, and to preserve from interruption the commercial operations of the country. Almost the sole value of the Union is the entire freedom it has given in our internal trade, which has now become of such vast magnitude, that the least interruption to it causes a tremendous loss. The message is so variously understood that we must see how it is construed by the administration, before we can judge of its policy.

The only solution of our difficulties is *time*, and should the National Government, and that of the Seceding States remain inactive, the necessities and wants of the people would in the end point out the remedy. If our commercial matters can move on harmoniously, we could afford to wait indefinitely upon political events. We can hardly expect cordial sympathy to exist between the extremes of the country, upon political subjects, while, at the same time, we may remain a homogeneous people in all our commercial relations.

The season opens very promisingly for our railroads. All the great interior water routes will soon be navigable, and we shall then commence moving last year's crop, the greater portion of which still remains in first hands. The winter has been a favorable one, the earnings of our roads being, on the average, considerably in excess of the previous year. The active demand abroad for bread stuffs will give our public works full employment for the year to come.

(From the Vicksburg Whig, Feb. 27th.)

Complimentary Testimonial.

PRESENTATION OF A SPLENDID SILVER SERVICE TO THE HON. WM. C. SMEDES, PRESIDENT OF THE SOUTHERN RAILROAD COMPANY.—The magnificent silver dinner service, voted to the Hon. Wm. C. Smedes, by the Southern Railroad Company, as an appreciation of his faithful and efficient services as President of the the road, was presented to Mr. Smedes yesterday morning, in the presence of the Board of Managers and a few invited friends. The presentation took place at the office of the President at the depot, and the presentation speech was made by Dr. M. Emanuel, Vice-President of the road, in an appropriate and well-timed commentary on the services of Mr. Smedes, as well as the important advantages likely to flow from the completion of this great public work. The response of Mr. Smedes was eloquent and feeling, and like all his speeches, equal to the occasion.

The service presented was manufactured to the order of Mr. J. N. Klein, jeweler of this city, and is the most splendid dinner set we have ever seen, or that ever has been exhibited, perhaps, in this section of the country. It consists of seventeen pieces, magnificently and elaborately wrought. The design is a deer chase, beautifully displayed on the large pieces. Altogether it is a gift alike creditable to the givers and to the receiver.

The occasion of the presentation was made one of general good feeling. Incidents in the history of the progress of the road were detailed, complimentary sentiments were offered, and congratulations exchanged over the completion of a work calculated to do so much in developing the resources of our State and building up our own city.

We cannot refer to the public importance of the completion of this great work in more appropriate terms, than by quoting the following passage from the remarks of Dr. Emanuel:

"A large and valuable portion of our State, that was an unapproachable wilderness, and of little more utility than when inhabited by Indians, has been redeemed and regenerated, and will ere long, contain a thriving population not inferior to that of any section of the State. It was aptly remarked by Ragnal that "if we travel over all the earth, wherever we shall find no facility of passing from a city to a town, or from a village to a hamlet, we may pronounce that country and that people to be barbarous." By such a test applied to that country previous to the building of the Southern Railroad, but few countries exhibited a greater need of railway improvement to develope its resources, than that through which our road has been built. It already begins to show the beneficial effects and stimulating influence of that most potent and wonderful of all physical and ameliorating agents, the railway and steam engine. By their magical effect we see that once desolate country brought rapidly under man's subjection, and made to blossom like the rose, and capable of being made to teem with plenty, placing mankind on the high road to success in life, securing to them all the advantages of a concentration of population, capital, and enterprise, giving them all the facilities for railroad transportation, of such vital importance to their prosperity and well being. That road is now happily performing the functions of a main artery of the human system, supplying blood to its members. It is now conveying and distributing the great essential necessity of life, *bread*, to whole communities, threatened with famine, to them as essential for the preservation of life as the vital blood itself. But I trust the day is near at hand, when our road will assume the important attitude, and fulfill, not only the designs and expectations of its early friends, but the great and actual necessity of the day—and that is to connect Vicksburg by railway on a direct east line with Montgomery, now the proud capital of the South, and bring these two important cities within fifteen hours of each other. What our road now is, and what it would be then, might be compared to the hues of the purple dawn, contrasted with the refulgence of the full orbed-sun.

"Whether the absurd and wicked war policy of the old government, shall prevail, or whether wise council and true patriotism shall interpose to avert the calamities of civil war, the seat of Government of the Confederated States of America, at least for the next four years, in my opinion, will be established at Montgomery. Then, in the event of war what a necessity would immediately arise that there should be an unbroken line of railway from Monroe in Louisiana, on the Ouachita river, seventy-five miles west of Vicksburg, to which point the V. S. & T. Railroad is now completed, to Savannah and Charleston via Montgomery; so that troops and army supplies could be transported with the utmost certainty and celerity, through the Confederated State, exclusively, from East to West, and from West to East, as they may be required. How strong and urgent then, is the necessity of supplying with the least possible delay, those broken links in the line between Vicksburg, on the Mississippi, and Montgomery, on the Alabama river.

But if, on the other hand, the South is peaceably permitted to establish its independence, and enjoy the Government of its own preference, nothing will be more conducive to the rapid development of its growth, strength and prosperity, than such a direct east and west line of railway, penetrating as this would do, through five out of six of the cotton States, now constituting the new Confederacy. And here let me remark, that in my view the wide spread existence of railways through the American States, will more than all other instrumentalities operate to prevent war. But if unhappily reckless madness shall wield the power and direct the destinies of the country, and light the flames of war, the same all-powerful cause will contribute more than every other means, to lessen its horrors and shorten its duration. No small share of the honor and credit of producing these sublime and benevolent effects is due to you, Sir, as the builder of the Southern Railroad, and as long as that work endures it will honorably perpetuate the name and fame of Wm. C. Smedes, its distinguished President.

Cincinnati and Chicago Air Line.

The last rail on the Cincinnati and Chicago Air Line Railroad, which completes the line from Richmond to Valparaiso, the intersection with the Chicago and Fort Wayne has been laid.

Providence and Worcester Railroad.

At the annual meeting of the Providence and Worcester Railroad Company held on the 4th ult., the following gentlemen were elected Directors for the ensuing year: Horatio N. Slater, E. P. Mason, James Y. Smith, Alexander DeWitt, Paul Whitin, Harvey Chace, Thomas P. Shepard, William M. Bickford, Henry Goulding, Isaac Davis, Isaac H. Southwick, Edward Pearce, Duty Greene, Henry Chapin, William S. Slater, John Carter Brown, Peleg W. Lippitt, Gideon L. Spencer.

Railroad Interests in Missouri.

A bill of great importance to the railway interest of Missouri has been introduced in the lower House of the State Legislature, of which the following is a synopsis:—Section 1 releases the first lien of the State on the Iron Mountain Railroad to the extent of $1,000,000; on the southwest branch to the extent of $2,000,000; on the Pacific Railroad from Jefferson City to Independence to the extent of $1,500,000; on the North Missouri to the extent of $2,000,000; and Platte Valley Railroad $500,000; and authorizing the companies named to issue first mortgage bonds on their road, appurtenances, etc.

One object is to enable the North Missouri Railroad to complete its own road, and also the Missouri Valley Railroad, and the Chariton and Randolph Railroad, with a view of connecting these roads with the North Missouri Railroad. The State, in effect, allows the road to borrow $7,000,000 upon first mortgage bonds, but should the $7,000,000 not complete the roads, and put them in a condition to fulfil their present obligations, the State steps in and runs the roads for its benefit, to the exclusion of the new bondholders' interests.

Interest and Dividends.

The coupons of the first mortgage bonds (Eastern Division) of the La Crosse and Milwaukee Railroad Company, due Nov. 1, 1860, will be paid on presentation at the office of the Receiver in Milwaukee, with exchange on New York.

The coupons of the bonds of the City of Milwaukee, issued to the La Crosse and Milwaukee, and Milwaukee, Fond du Lac and Green Bay Railroads, due September 1, 1859, and March 1, 1860, will be paid on presentation at the office of the Receiver of the La Crosse and Milwaukee Railroad, in Milwaukee, with exchange on New York.

Southern Railroad Completed.

The Vicksburg *Whig*, of 6th ult., says the iron has been laid on the entire track between that city and the terminus at Meridian, in Lauderdale county, connecting with the Mobile and Ohio Railroad. A bridge which had been completed, but was washed away by a late heavy freshet, alone prevents the cars from running through. By the 4th of March, we learn, the entire line will be open to business and travel.

Cumberland River Draw Bridge.

W. Whitman, foreman of this great structure, reported that from October 28th, 1859, when it was first closed, to January 1st, 1861, nine thousand, nine hundred and ninety-nine locomotives crossed it without the slightest casualty of any kind.

During the year 1860 one thousand and nineteen steamboats, ascending and descending, passed through the draw without accident.

Pennsylvania Railroad.

The annual election for Directors of the Pennsylvania Railroad, was held on the 4th inst., at the office of the Company, and resulted in the re-election of the old Board of Directors, viz:—Messrs. J. Edgar Thomson, Washington Butcher, William R. Thompson, Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, and W. H. Smith of Pittsburg.

Real and Personal Property in Indiana.

The following statement, containing the aggregates of the assessment of real and personal property in Indiana, for the year 1860, is taken from the report of the Auditor of State:

Number of acres	21,867,641
Value of lands without improvem'ts	$219,661,783
" improvements	55,491,249
" lands and improvements	275,153,032
" town lots and improvements.	47,473,326
Total value of railroad assessment	6,619,342
Other corporation stock	1,819,246
Other personal property	122,944,432
Total valuation	455,011,378
Number of polls	203,098

On the above stated amount of property and number of polls, there are levied the following amounts of taxes:

State tax	$ 659,159 12
County tax	1,192,437 95
School tax	536,044 86
Road tax	338,347 81
Township tax	141,641 21
Sinking fund tax	88,736 88
Railroad tax	41,339 92
Other corporation tax	607,721 99
Total amount of taxes for 1860	3,768,426 87
Delinquent tax	702,699 64
Total amount of taxes	4,471,126 51

—*Evansville Journal, Feb.* 14.

Journal of Railroad Law.

ACTION FOR DAMAGES: LIABILITY OF PLAINTIFFS FOR THE NEGLIGENCE OF THIRD PARTIES: QUESTION FOR THE JURY.

The plaintiff, Frances A. Brown on the 21st of October, 1858, employed one Thomas, the owner and driver of a stage coach running from Albion to Batavia, in the State of New York, to carry her to Elba, a place between those villages, and took her seat in the stage with other passengers. The usual route was across the track of the New York Central Railroad Company. The stage started at about ten o'clock in the morning, which was about the time when a regular passenger train usually passed over the railroad. On this occasion, the conductor, in order to drop a car at Albion, had divided the train into three parts, with one or more brakemen on each section. The stage driver knew of the passage of the train at that hour. On approaching the railroad, he discovered the train which was moving at the rate of from eight to twelve miles an hour, and stopped his horses. After the main train had passed, that is, the engine and ten or twelve freight cars attached, he started again, and went to within three rods of the track, when he saw a single car approaching, and stopped again. When that car had passed, not seeing any others, he again started ahead with a view of driving across the track. He immediately discovered two other cars coming. Instead of stopping and jerking his horses back, he raised his whip, hit his horses, and attempted to cross the track ahead of these two cars, and the hind part of his carriage was struck by the cars. The alleged injury occurred in this way.

Upon this state of facts the questions to be determined were: first, whether there was negligence upon the part of the driver of the stage coach which materially contributed to the accident; second, whether the negligence of the stage driver, if any, should be imputed to the plaintiff in this action so as to affect the question of her recovery against the company; and third, whether, admitting the liability of the plaintiff for the negligence of the driver, the question as to whether there was or was not negligence on the part of the driver, was in this case a question to be decided by the court or by the jury.

Upon the trial of the case the Justice was requested to non-suit the plaintiff; but the court refused and submitted to the jury the question as to the negligence of the driver, as well as the negligence of the defendants.

The jury found a verdict in favor of the plaintiff for $500, and the defendant appealed.

The following is the opinion of the Cayuga General Term of the New York Supreme Court—the appellate tribunal.

JOHNSON, J.—It is insisted by the defendants' counsel, that the carelessness of the stage driver contributed to the injury sustained by the plaintiff; and, that the case on this point is so clear upon all the evidence, that it ought not to have been submitted to the jury, but should have been determined by the court as a question of law.

The plaintiff's counsel contends that the plaintiff is in no respect responsible for the carelessness of the driver of the stage, in which she was riding at the time of the injury, it being a public conveyance for all persons, and the plaintiff only an ordinary passenger. To sustain this position the counsel refers us to the case of Knapp *vs.* Dagg. That was a private carriage, in which the plaintiff was riding with her brother, and the judge at the circuit held that she was not chargeable with the negligence of the driver, with whom she was riding. It must be admitted that that was a stronger case against the plaintiff than this, where the driver was exercising a public employment as a carrier of passengers. But that was a decision upon a trial at the circuit and is not entitled to any great weight as an authority. And with all respect I am entirely satisfied that the decision is not law. This question, of passengers who have received injuries while traveling in public conveyances, such as omnibuses and vessels being chargeable with the negligence of the persons in charge of such conveyances, in actions brought by them to recover for such injuries, was very fully and thoroughly discussed, by the ablest counsel, before the common bench in England in the cases of Thorogood *vs.* Thorgood and Catlin *vs.* Stiles, and the judges unanimously held that the passenger bringing the action against the proprietors of other carriage, or vessel, which directly caused the injury, was chargeable with the negligence of the person in charge of the conveyance in which he was riding, the same as though it were his own. The principle seems to be, that the passenger having selected his conveyance, and entered into a contract with the owner, to convey him safely, has a remedy against such owner for any injury occasioned by the negligence of his servant, in managing and conducting such conveyance, and must take the consequences of any default of the servant or driver whom he thought fit to trust, as to all injuries, from other persons during the passage. The judge at the circuit, however, placed the case in this respect, upon the true ground, and charged the jury that the negligence of the driver, if any, must be regarded for all the purposes of the action, as the negligence of the plaintiff.

The only question is, whether upon the whole evidence it was so clear that the negligence of the driver contributed to the injury, that the case ought not to be submitted to the jury. In view of all the facts and circumstances proved upon trial, I am of the opinion that it was a proper case to be passed upon by a jury. It is not every point of negligence on the point of a plaintiff which will preclude him from recovering for an injury occasioned by the negligence of the defendant. To have that effect, his negligence must be such that he might, with ordinary care, have avoided the consequences of the defendant's negligence. It is true that a person crossing a railway track is bound to use his eyes and ears to discover and avoid danger; and if he fails to do this, and receives injury which he might otherwise have avoided, he will not be allowed to recover.

But here it is apparent that the driver was on the lookout. He first stopped to let the engine and train pass and then started and stopped again to let a detached car which had been switched off, pass, before approaching the track. He then started again, supposing only one car had been switched off, and got so near the track that the horses heads were over the rail, when he saw the other cars coming, which had also been detached from the train about two rods distant. Under these circumstances I think it was a fair question for the jury whether the driver exercised ordinary care and prudence in attempting to cross the track after he saw the cars, which immediately caused the injury, approaching. Every one knows that the most experienced and careful driver has not the same immediate control over the motions and spead of his team, however safe and manageable, that a footman has, over his own, when approaching a railway track, where trains are likely to pass.

The driver whose attention is necessarily more or less directed to his team has not the same opportunity to observe every thing which may be approaching. And it is quite obvious that in a given position it might be the height of care and prudence in a driver to attempt to cross with his team, when it would be inexcusable negligence and rashness in footman to do so. All these were questions of fact, which were submitted to the jury, as appears from the case, with great care and fairness; and as we think it was not a case of non-suit, a new trial must be denied.

New Haven, New London and Stonington Railroad.

The income of this road for the year ending December 31, 1860, was:

From passengers		$111,353 53
" Freight		15,564 21
" Mails, express, rents, etc.		8,153 82
		$135,071 55
Gross earnings of Extension road		42,930 45
		$178,002 00

And the expenditures were:

For operating and ordinary repairs	$86,908 08	
Renewals, new buildings new equipment, etc.	29,785 68	
Newport connection	5,716 34	
Operating Extension road	19,320 79	
		141,730 89
		$36,271 11
Interest on old road	$6,495 84	
Interest on Extension bonds	13,500 00	
Construction of Extension	10,109 66	
		30,105 50
		$6,165 61

The following is a statement of the receipts and disbursements during the year:

Cash and bills receivable Jan. 1, 1860.	$8,466 12	
Gross earnings as above	135,071 55	
Bills payable	25,465 42	
		$169,003 09
Repairs, renewals and interest, as above	$128,905 94	
Bills receivable	10,431 13	
Cash	7,884 09	
Bills payable Jan. 1, 1860	21,781 93	
		$169,003 09

The following is a statement of the receipts and expenditures of the Extension road to Dec. 31, 1860.

RECEIPTS.

Stock subscriptions collected	$224,060 00	
Proceeds of Extension bonds sold	129,550 00	
Bills payable	104,262 44	
Receipts from N. Y., Prov. and Boston Railroad Company	17,809 81	
Balance rent account	13,525 00	
Gross earnings of Extension road	42,930 45	
		$532,137 70

EXPENDITURES.

Road and buildings	$208,070 96	
Land damages and real estate	48,045 58	
Iron	76,172 30	
Steamboat dock at Groton	63,472 65	
Bridging	18,793 11	
Steamboat	31,537 30	
Groton Ferry	11,411 12	
Legislation	5,129 09	
Tools and machinery	2,506 45	
Extension coupons paid	$21,510 00	
Interest	19,005 70	
Bills receivable	6,003 22	
Insurance	977 02	
Expenses of operating	19,503 20	
	66,999 14	
		$532,137 70

The number of passengers transported during the year was 155,996: the number of miles run by passenger and other trains, 129,990. The report says:

In presenting the foregoing statement of the earnings and expenditures of your road for the year 1860, the Board of Directors take much pleasure in reporting the fact that the Extension road from New London to Stonington is finally complete, notwithstanding every conceivable impediment which the enemies of the enterprise could place in our way, and the very limited faith of our friends. Our earnings in consequence are realizing our most sanguine expectations.

During the year we have constructed a very substantial steamboat dock, depot and other buildings, at Groton, at a cost of over $60,000, whereby we secure a permanent business to the Extension road, making that portion of your property as valuable as the best railroad investment in the country; and it is confidently expected that with the increase of business which is now secured by the steamboat connection at Groton, the united earnings of the whole road the present year will reach at least $200,000; and should we, by judicious economy, be able to operate and maintain the road for fifty per cent. of the gross earnings, as we believe, the affairs of the Company would soon be placed upon a firm and reliable footing.

The holders of a large proportion of the over due coupons of our first mortgage bonds have funded the same, in accordance with plans suggested in our last annual report. Provision is also made for the one hundred thousand over due ten per cent. bonds and coupons on the same; also for the past due coupons on the second mortgage bonds, by authority to issue two hundred thousand seven per cent. bonds, which your Directors propose to offer as soon as the obligations of the Company can be met without the danger of future default.

It is apparent from the amount expended for the construction of the Extension road and for the re-construction of the old road, that the previous estimates came far short of the amount required, which has contributed, in no small measure, to our pecuniary embarrassment hitherto, making us more cautious how we promise immediate returns on the investment, but in no degree discouraged as to the permanent value and future income of your property.

President.—CORNELIUS S. BUSHNELL.

Directors.—Wyllis Blackstone, New York; Cornelius S. Bushnell, New Haven; E. C. Scranton, Madison; A. O. Wilcox Madison; Sumner Bull, Saybrook; Charles J. McCurdy, Lyme; Charles C. Griswold, Lyme; Charles Mallory, Mystic; James I. Day, Stonington.

Secretary and Treasurer.—WM. T. BARTLETT.

Superintendent.—FREDERICK J. CALHOUN.

Vicksburg, Shreveport and Texas Railroad.

We have received the annual report of this company to the General Assembly of the State of Louisiana. It is dated at the office of the company, Monroe, La., January 21, 1861. It says:

During the past year the track has been extended on the Eastern Division, from Vicksburg, westwardly, to a point within three miles of Bœuf River, and the iron has been laid from the Ouachita to the Bœuf River, leaving a gap of only three miles between the ends of the rails, which will be closed so as to enable the cars to run through from Vicksburg to Monroe during the early part of the present session of the Legislature. Upon the Western Division, the work has been temporarily suspended by the pressure of the times, after having laid five miles of the track, and nearly completing the graduation of the entire road across the parish of Caddo. In all, upon reaching Monroe, we shall have seventy-nine miles of finished road, with six engines and a sufficient number of cars for immediate use, with fifteen additional miles of road nearly graded and ready for the superstructure, and iron enough in bond in New Orleans to lay this length of track. This gives the company the absolute right to sell nearly one-half of the 350,000 acres of land granted by Congress to aid in building the road. These lands reach nearly across the State, from east to west, and lie along the line of the road on either side of it, in the centre of the cotton zone, and a large portion of them are among the most productive lands in the world. About 5,000 acres of these lands have been sold at prices ranging from $2 50 to $20 per acre.

Omitting fractions, the company has $275,000 still due on reliable private and municipal subscriptions, the payment of which will entitle it to draw from the State $68,000 in bonds, making $344,000. In addition to which, the Treasurer holds $23,944 of bills receivable, being chiefly mortgage notes for lands sold; $21,159 in cash and cash assets; and $21,000 in State bonds, in all, $66,103, which, added to the subscription due as above, makes up the sum of $410,103; to which should be added the subscription of Fannin, Grant & Co., payable in work and materials in the progress of their contract, at cash prices, and the unsold Capital Stock and bonds of the company, and future sales of land.

The floating debt of the company amounts to $200,520, of which $49,000 is for money borrowed upon city acceptances during the past year; $102,430 is due to Contractors, and $49,090 is due on the purchase of iron. The company has expended, of its capital stock, $1,406,936, and has disposed of $280,000 of its first mortgage bonds, maturing 1st September, 1877.

Events are beginning to justify the policy of the State in extending aid to the full extent of Constitutional ability to the various railroads projected within its boundaries, and which together form a system admirably adapted to the development of its resources. Let us briefly illustrate this by reference to our own road. The State subscribed $800,000 of the capital stock of this road, and in payment of calls made, has issued to it $281,000 of bonds, running forty years, to meet the interest on which the people of the State pay an annual tax of $16,860. As the work progresses, and calls are made on the State for the residue of its subscription, this tax will be gradually increased, until the road shall have been finished and the business formed, when the people will be relieved from any further burden then on account of it, as no one competent to judge, acquainted with the condition of the company, the economy practiced by it, the value of its land grant, the location of the road, the importance of its communications, and the wealth and resources of the country through which it passes, can doubt that so soon as finished, the road will pay into the State Treasury annually, an amount sufficient to pay the interest upon the bonds which shall have been issued to it, and create a sinking fund adequate to redeem the principal before maturity. A comparison of the assessment rolls shows that since the work was begun on this road, the value of the taxable property has increased more than $25,000,000 in the parishes in which its lands are situated, being those more immediately benefitted by it. This increase is chiefly owing to the progress and prospects of the road. In a portion of the parishes other causes have operated.

The general prosperity of the country has had its influence here as elsewhere, as is shown by the advance in the price of certain species of property, which is only slightly and indirectly influenced by railroads. In two of the parishes the extension of the levees on the Mississippi River has had a decided influence in increasing the value of property. In other parishes the road is the only new element of universal prosperity, and after making a liberal allowance for the operation of other causes, we must set down at least $15,000,000 of this increase to the influence of the railroad. Upon this amount of taxable property, the State derives an annual revenue of $45,000 which is equal to 16 per cent. interest upon the amount of bonds the State has issued to the company. The parishes receive a corresponding advantage in the shape of parish taxes upon the property developed within their limits. The parishes of Madison and Carroll have already received into their Treasuries in levee and other parish taxes, assessed upon property developed and brought into these parishes by the road more than the amount contributed by them toward building it. This is well illustrated in the case of the city of Vicksburg, which subscribed $100,000, and within twelve months from the passage of the ordinance making the subscription, and before the second instalment of $20,000 was paid, the road in the meantime having reached the western boundary of Madison parish, and brought in the rich trade from the Roundaway, Tensas, and Joe's Bayou, the assessed value of the property in that city had increased $612,000. In addition to the wealth it has brought into the State, a large number of worthy citizens have been made rich by the increase in the value of their lands, and owe their fortunes to this road. The Treasury of the State has been enriched by the sale of swamp lands, and internal improvement lands brought into market by it. It has stimulated emigration to the State, and the parishes along its line are increasing in population in a manner unprecedented in the history of Louisiana. The unparalelled productiveness of the cotton lands along the line of this road, the known facilities it will afford for transportation and travel are attracting attention, and inviting capitalists from other States. There are other beneficial effects resulting, and to result from the construction of this road, which should not be overlooked. It is beginning already to bind together in community of interest sections of the State which have heretofore had little sympathy with each other. The levees built on the Mississippi, to reclaim the swamp lands, being necessary also to protect the railroad, will cause the upland parishes to feel interested to aid in keeping up the levees to the full extent that they appreciate the privileges and ad-

vantages of their railroad. Another year will show that this road will, next the Mississippi Central, be the largest feeder to the New Orleans, Jackson and Great Northern Road, in which the State and City of New Orleans are so largely interested. For all practical purposes our road terminates in New Orleans, discharging and receiving freights at the foot of Canal Street, and passengers on Calliope. The advantages enumerated will increase in an arithmetrical ratio, as the road progresses toward completion.

La Crosse and Milwaukee Railroad.

The earnings of this road for the year 1860 were—

From passengers		$229,485 22
" freight		486,185 64
" mails, express, etc.		40,804 89
		$756,475 75
Ordinary operating expenses	$389,662 29	
Extraordinary expenses	37,233 25	
		426,895 54
Net earnings		$329,580 21

The proportion of gross earnings of the year belonging to the respective divisions is as follows:

Eastern Division	$526,277 30
Western Division	230,108 45

The following report of the Receiver, H. Crocker, Esq., covers the period from June 11th, to Dec. 31, 1860:

	Dr.	
To gross earnings from June 11 to this date as per manager's report		$512,212 86
Amount due foreign railroads for tickets and freight balance		17,369 14
Amount due on accounts	$10,635 94	
Amount due on pay rolls	18,205 00	
		28,840 94
Total		$558,422 94
	Cr.	
By expenses incurred in the operating department		$257,980 00
Due pay rolls, monthly accounts, and foreign balances, at the time of taking possession of the road		45,296 38
Amount paid on account of incumbrances on real estate:		
Eastern division	$32,283 27	
Western division	3,208 66	
Right of way, Eastern division	2,191 00	
Do. Western division	10,119 92	
		47,802 85
Paid on account of rolling stock		60,484 22
Amount paid interest coupons 1st mortgage bonds, Eastern division, due May 1, 1860		34,379 70
Amount due from foreign railroad tickets and freight		983 48
Amount due from others		1,620 32
Amount due from P. O. Department.		3,920 32
Amount in the hands of agents for advanced charges		1,004 33
Balance cash on hand	$97,445 34	
Cash received since December 31, but earned previous to that date	7,504 64	
		104,949 98
Total		$558,422 94

The report of the Trustees of the Sinking Fund shows that 1st mortgage bonds, Eastern Division, to the amount of $48,500 have been purchased, and that on the 31st December, there was a balance of $3,826 30 in the hands of the Trustees.

The Receiver has applied for permission to build a grain elevator at La Crosse, costing $10,000, which he says will be returned twice over in one year, in the saving of labor. For the next year, $19,610 must be expended in bridge and culvert repairs, and as much more yearly for three years.

Railroad Iron at New Orleans.

500 TONS light T rail, deliverable as above without delay. Apply to

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10 Wall st., near Broadway.

March 6th, 1861. 6t10

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THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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EXHIBITING THEIR

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PRESENT CONDITION.

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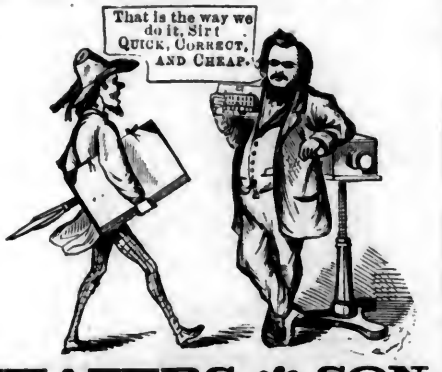
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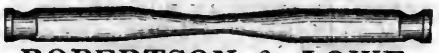


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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor*.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 16, 1861.

Finances of Nova Scotia.

It would seem that the large revenue of Nova Scotia last year is due to the vigilance of the Government in collecting it, and not to any increase in the Provincial Trade. The imports of 1859 were $8,100,955; those of 1860, $8,055,439, a falling off of $45,116. The exports show a much greater decline. In 1859 these were $6,889,130; last year they were $6,619,534, a falling off of $269,596. Among the articles the importation of which have increased are: cotton, linen, flour, rum, wine, whiskey, tea and salt. There was a decrease in the imports of codfish, sugar, molasses, hardware, tobacco, oats, barley, butter, etc.—In the export of codfish, mackerel, alewives, potatoes, barley and woodware, the decrease was very large. The revenue of the Province last year was $694,083 excise and light duties, and $50,156 casual revenue. For education, the Sister Province expended $65,983; for salaries of public officer, $62,554; road service, $103,855; interest on debt, $191,937; legislative expenses, $45,031; and $15,335 were paid toward defraying expenses of the Prince's visit.

Galena and Chicago Union Railroad.

The earnings of this road for the fiscal year ending January 1, 1861, were:

From freight		$1,041,564 61
" Passengers		341,383 94
" Mails, etc.		79,803 25
Total		$1,462,751 80
And the expenses were:		
Repairs of track	$202,978 85	
" Bridges	11,209 11	
" Buildings etc.	23,953 27	
" Locomotives	64,829 55	
" Cars	57,328 09	
Locomotive service	63,721 36	
Train service	43,972 66	
Station service	96,399 67	
Fuel	92,529 43	
Oil and waste	11,596 21	
Salaries	29,533 99	
Exchange paid	12,527 04	
Foreign expenses	12,104 03	
Damages	16,475 70	
Taxes	32,333 29	
All other expenses	38,987 01	
		810,491 26
Net earnings		$652,260 54
Add surplus Jan 1, 1860		250,687 42
Total		$902,947 96
Dividend Feb., 1860	$180,834 00	
Interest on 1st mortgage bonds	139,510 00	
Interest on 2d mortgage bonds	108,850 00	
Cost of bonds for second mortgage sinking fund	100,582 50	
Other items charged income account	37,959 45	
		567,735 95
Net surplus Jan. 1, 1861		$335,212 01

The whole amount of second mortgage bonds now purchased from current revenues and canceled on account of sinking fund is $480,000.

The ratio of expenses to earnings has been 55.4 per cent.—an improvement in this respect of more than three per cent. over the previous year. It is believed that, as the business of the road revives, this ratio can be still further reduced.

During the year extensive and thorough repairs have been made in the road bed, track, bridges and buildings; several new station and engine houses have been built; and the rolling stock has been maintained in an efficient condition.

MONTHLY EARNINGS.

1860.	Freight.	Passengers.	Mails, etc.	Total.
January	$37,266 58	$13,807 50	$4,578 64	$60,652 72
February	38,201 86	19,755 66	4,740 67	62,698 19
March	49,403 27	26,269 37	5,120 43	80,793 07
April	60,083 24	27,841 32	5,329 28	93,253 84
May	73,696 73	33,883 38	7,925 39	115,506 50
June	61,332 78	25,674 47	6,441 65	93,448 90
July	46,445 36	27,955 16	6,304 83	80,705 35
August	133,040 61	27,219 26	6,280 97	166,540 84
September	178,019 65	35,972 00	5,536 06	219,527 71
October	200,183 79	46,419 76	5,504 77	252,108 32
November	106,224 40	29,909 67	6,523 74	142,657 81
December	57,666 34	21,676 39	15,516 82	94,859 55
Totals	$1,041,564 61	$341,383 94	$79,803 25	$1,462,751 80

During the first half of the year, the business of the road was smaller than at any previous period since its completion. After the new crops began to come forward, its business became very satisfactory; and as a large amount of products, particularly corn, still remains in the country, a much better business is anticipated up to the time of the coming in of the next harvest, than during the same period for the past two years.

In reference to the extension of the first mortgage bonds, the report says:

As our first mortgage bonds will begin to fall due on the first of February, 1862, a proposition will soon be made to the holders of these bonds for their extension, at par, for a period of twenty year, with new sheets of coupons attached, and a sinking fund provided which will extinguish the entire amount of this debt within the above-mentioned period.

A first mortgage of only two millions upon so valuable a property, with an ample sinking fund, offers a security so entirely sound and reliable, that we have reason to believe that the present holders will generally avail themselves of the opportunity thus offered of renewing their bonds. Renewals to some extent, indeed, have already been tendered, on the terms proposed. Provision will of course be made to pay at maturity the bonds of any parties who do not prefer to extend them.

It is proposed so to graduate the sinking fund of the extended bonds, that the annual amount taken from the earnings of the road for interest and sinking fund purposes, shall not exceed the amount paid for those purposes during the past year. With the extension of these bonds perfected as proposed, provision will be made for the payment of the entire debt of the Company within a reasonable period, without an additional annual charge upon its finances.

The amount of funded debt at the date of the

last annual report was $3,633,200 since which there has been purchased and canceled on account of the sinking fund, of the second mortgage bonds $109,000, making the amount of present funded debt $3,524,200. This is composed of—

First Mort. Bonds, due Feb. 1, 1862	$262,000
" " " " Aug. 1, 1862	160,000
" " " " Feb. 1, 1863	60,600
" " " " Aug. 1, 1863	1,511,000
Total	$1,993,000
Second mort. bonds, due May 1, 1875	1,520,000
Litchfield bonds, due on St. Charles Air Line purchase	11,200
	$3,524,200

The amount charged to construction account Jan. 1, 1860, was $9,354,513 75; to which add $467.52 on account of Fulton Extension and St. Charles Air Line, and deduct proceeds of wharf boat sold $2,500—making the total sum charged to construction account Jan. 1, 1861, $9,352,481 27, as follows, viz:

Construction—Main Line	$2,127,906 29
Beloit Branch	410,522 61
Chicago, Fulton, and Iowa Line	2,294,046 19
Second Track	405,868 06
Depot grounds and buildings	824,031 88
Fulton Extension	15,590 72
Equipment	1,311,916 75
Chicago, St. Charles and Mississippi Air Line Railroad	549,581 49
Expended for additional grounds, &c	62,019 31
This Company's proportion of the cost of a bridge, track, &c., for connection with Eastern roads	20,000 00
Discount on bonds, interest and incidentals	644,487 97
Bonus stock, issued August, 1854	686,510 00
	$9,352,481 27

The capital stock of the Company now consists of 60,283 shares—six shares having been added during the year by the conversion of outstanding scrip. In reference to the connections of this road, the report says:

The Chicago, Iowa, and Nebraska, Railroad Company have completed the arrangement alluded to in our last Annual Report, for passing loaded cars across the narrow channel of the Mississippi between the Iowa shore and Little Rock Island, by means of a steam ferry boat. This arrangement has proven very satisfactory, and no change of cars is now necessary in transferring freight and passengers from one road to the other, and an uninterrupted line is thus formed between Chicago and Cedar Rapids, a distance of 218 miles. A contract has been entered into for a close running connection between the two companies.

In the circular addressed to you by this Board, on the second of July last, the claims of the Cedar Rapids and Missouri River Railroad Company to aid, by means of individual stock subscriptions, was strongly urged. To this appeal no satisfactory response has been made, owing, no doubt, in some measure, to the deranged state of political and monetary affairs. The importance of the speedy completion of that road to the interests of this Company, can hardly be overestimated. It forms, as is well known, in connection with our Fulton line and the Chicago, Iowa and Nebraska Railroad, a direct east and west line between Chicago and a point on the Missouri river, near which one branch of the Pacific Railroad will probably terminate. It is quite clear that by no other projected line of road can the Pacific Railroad be so directly connected with the great lakes.

The Cedar Rapids and Missouri River Railroad Company have, with commendable energy, within a short time, notwithstanding the embarrassed state of affairs, placed under contract seventy miles of their road, extending westerly from Cedar Rapids, a section of forty miles of which is to be completed by the first day of December next, in compliance with the terms of their land grant. The difficulties surrounding a new enterprise of this kind, can be readily imagined; and in order to place its speedy completion beyond question, and to prevent the benefits to be derived from it from being transferred to other and rival lines, we present for your consideration the propriety of authorizing, at your next annual meeting the extending of direct aid to this Company, in such form as may be deemed advisable, on condition that a satisfactory arrangement can be made with this and the Chicago, Iowa and Nebraska Company, for a perpetual business connection.

The Chicago, Iowa and Nebraska Railroad is already an important feeder to ours. The amount received by us from freight and passengers coming from that road during the past year, is about 90,000. The completion of the Cedar Rapids and Missouri River Railroad would probably double this amount, which would continue to increase from year to year, as the resources of a rich agricultural region were developed under the stimulus afforded by the opening of this road.

The recent commercial panic has retarded the prosecution of the Sterling and Rock Island line. It is the present expectation of the contractors, however, that it will be opened for business during the coming Spring.

The number of miles run by passenger and freight trains was 792,029; by wood and gravel trains and switching engines, 193,989; by C. B. & Q. trains on G. & C. track, 127,268. The number of tons of freight transported was 381,188; number carried one mile, 33,338,699. The number of passengers carried in the cars was 330,936; the number carried one mile, 14,162,324.

The length of the entire line of road is	261¼ miles.
Double track	30 miles.
Sidings and gravel pit tracks	44½ miles.
Total length of track	335¾ miles.

GENERAL STATEMENT.

Construction and equipm't, as above	$9,352,481 27
Machinery and tools	45,413 35
Real estate	20,333 80
Materials on hand	228,461 67
Wisconsin Central Railroad Co. for old strap iron	16,741 07
Chicago, Iowa and Nebraska Railroad Co. transportation charges, duties, &c., advanced	60,852 78
Sterling and Rock Island Railroad Co. advanced for surveys, &c	979 06
Elgin and State Line Railroad Co. stock taken in settlem't of b'ds, &c	107,250 00
Beloit and Madison R.R. Co.'s bonds	121,002 84
" " " " stock.	2,000 00
" " " " ledger balance	4,791 58
Fulton Bridge, advances for surveys, plans, &c.	6,805 80
Town of Harlem	25 60
General Post-Office department	7,436 89
Depot grounds in Iowa	3,220 00
First mortgage bonds, cost of $7,000, purchased with cash received for lots and lands sold	6,888 75
Magnolia Extension	11,453 85
Sinking fund, payment of May, 1861	18,736 25
Dubuque and Pacific Railroad Co.'s bonds	7,808 35
Bills receivable	26,970 86
Balances due from stati's for freight, back charges, &c	9,229 98
Balances due for tick'ts sold, freights collec'd, &c., by other companies.	35,146 02
Unadjusted balances due from other companies	12,642 66
Cash in the hands of the Treasurer.	363,503 12
Total	$10,469,835 65

Capital stock	$6,028,800 00
Funded debt, as above	3,524,200 00
Town of Turner, cash received on lots sold at junction	5,101 14
First mortgage sinking fund	7,000 00
Second mortgage sinking fund	480,000 00
Convertible scrip outstanding	4,141 63
Unconvertible scrip outstanding	55 00
Unclaimed dividends	1,093 00
Unclaimed coupons	10,850 00
Unclaimed back charges	71 22
Unclaimed wages	18,974 24
Bills payable	9,765 35
Unadjusted balances due other Co.'s.	36,337 89
Balances due other companies for tickets sold, &c.	8,254 67
Income acc't, surplus Jan. 1, 1861	335,212 01
Total	$10,469,355 65

The office of the company is an Chicago, Ills. The officers and directors chosen at the annual meeting, June 6, 1860, are as follows:

President—WALTER L. NEWBERRY.

Directors—Walter L. Newberry, William H. Brown, Orrington Lunt, Flavel Mosely, Jason McCord, Jonathan Burr, Edward K. Rogers, Wm. Larned, John Wentworth, Chicago; Charles S. Hempstead, Galena; Thos. D. Robertson, Rockford; D. A. Knowlton, Westfield, N. Y.; William H. Ferry, Utica, N. Y.

Vice-President—WILLIAM H. BROWN.

General Sup't—EDWARD B. TALCOTT.

Assistant Sup't—EDWARD H. WILLIAMS.

Secretary—WILLIAM M. LARRABEE.

Treasurer—WILLIAM LARNED.

Auditor—HENRY TUCKER.

Attorney—ELLIOTT ANTHONY.

Engineer—W. S. POPE.

The Iron Steam Ship Wm. G. Hewes.

The following is a description of the steamship "Wm. G. Hewes" constructed by Messrs. HARLAN, HOLLINGSWORTH & Co., of Wilmington, Del. She is designed to run between New Orleans and Galveston, Texas; and is named in honor of the President of the New Orleans, Opelousas and Great Western Railroad Company. Her machinery was constructed by the Morgan Iron Works of this city.

Length on deck, 239 feet 4 inches; length at load line, 239 feet; breadth of beam (molded,) 33 feet; depth of hold 10 feet; debth of hold to spar deck, 18 feet; draft of water to load line, 9 feet; area of immersed section at the above draft, 270 square feet; displacement at load line, 1,253 tons, tonnage, 1,477.45 tons.

Her frame is of wrought iron bars, 4 inches by 1 inch and 4 inches by ⅞ of an inch in thickness, which are fastened with keepers 3½ inches, by ⅜ of an inch thick, every 12 inches, together with rivets ¾ of an inch in diameter. Distance of frame apart from centers, 16 inches; they are molded 4 inches and sided one inch. Number of strakes of plate, from keel to gunwale, 16; thickness of plates, one-half to eleven-sixteenths of an inch. There are 14 cross floors, shaped T; depth of these, 18 inches; thickness, nine-sixteenths and one-half of an inch, forming belts with angle iron on top, six of them continuing up to guard deck clamp, and the balance to main deck lodger. Shape of keel, U.; constructed of double plates, ⅝ and ½ of an inch in thickness; depth of same 6 inches. There are 10 fore-and-aft keelsons, 18 inches high and shaped, T; these are capped with angle iron, continuing from end to end.

The Wm. G. Hewes is fitted with one vertical beam condensing engine; number of cylinders 1; diameter of same, 50 inches; length of stroke of piston, 11 feet; length of engine room, 76 feet; diameter of water wheels over boards, 30 feet;

length of wheel blades, 7 feet 6 inches; width of blades, 7 feet 6 inches; depth of blades, 1 foot 8 inches; number, 26; material, iron; dip of wheels at load line 6 feet.

She is also supplied with 1 return tubular boiler, made of steel plates, which is the only one of any size ever constructed in this country. Length of boiler, 21 feet; breadth, 17 feet; height, exclusive of steam chimney, 9 feet; location, in hold, forward of engine; it has a water bottom. Number of furnaces, 4; breadth of same, 3 feet 6 inches; length of grate bars, 6 feet 8 inches; number of tubes, above, in boiler, 92; number of flues below, 8; internal diameter, of tubes above, five inches; internal diameter of flues below, 1 foot 7 inches; length of tubes above, 15 feet; length of flues below, 11 feet 4 inches. Diameter of smoke pipe, 68 inches; height, above grates, 50 feet. The boiler possesses a grate surface of 93 square feet, and a heating surface of 2,600 square feet; consumption of coal, per hour, 1,680 pounds, maximum pressure of steam, 30 pounds, cut-off at one-half stroke; maximum revolutions at this pressure, 18; weight of engines, 190,000 pounds; weight of boiler with water, 102,690 pounds.

In addition to these essential features, the following deserve attention:—Bunkers are of wood and iron; the vessel is fitted with three anchors, weight, respectively, 2,000, 1,300, and 400 pounds; water ways are of wood; she has three bulkheads, iron braced with angle iron; the water wheels, have gunwale bearings; she has one independent steam fire and bilge pump, two bilge pumps, two fire pumps, one bilge injection, and five bottom valves or cocks, arranged as follows:—Two for fire pumps, two for injection pump, and one for steam pump. Ample protection against communication from fire has been made, in the shape of iron, tin, &c.

Troy and Greenfield Railroad.

The annual meeting of the stockholders was held February 28, at Greenfield. The old board of Directors was unanimously re-elected.

Mr. Haupt having been called upon for explanation in reference to the condition and progress of the work, stated that last year was the only one in which the work had been prosecuted without financial embarrassment. The Legislature of last winter placed the company in a position to prosecute the work satisfactorily, and prepare to carry out plans which want of means alone retarded. Much credit was given to Amos B. Merrill, Esq., and Hon. Moses Kimball of Boston for the admirable financial arrangement by which, in purchasing the Southern Vermont Railroad, the State security was greatly increased. The Troy and Greenfield Railroad Company would in time, by the operation of a sinking fund, become the owners of the road without either the company or the State having paid a dollar for it, and the contractors furnished with $200,000 of ready cash with which to discharge all floating debts and drive the work vigorously.

The length of the road graded between Greenfield and the tunnel is about seventeen miles. It will be open to Shelburne Falls in July, and to the tunnel within a year. The length of tunnel excavated is 2,700 feet. The shaft, half a mile from the west end, is down 275 feet, and will be finished in April. It works unusually well, and the rock is the same as at the east end. Very little water flows in the shaft at this wet season. When the shaft is finished, work will be carried on at four faces, instead of one, as at present. Work and machinery is progressing satisfactorily; its use will at first be on a very small scale, to be extended as means can be procured. In shop experiments the drills have penetrated the hardest granite at the rate of one inch per minute. Several months of progress were lost by the fire at South Boston, which destroyed five drills, and the tools required to construct them. But for this, the drills would be now at work. No application will be made to Boston for aid, until it can be shown from reliable data that with it the tunnel can be finished in five years.—*North Adams Transcript.*

Railroad Legislation in Indiana.

The Cincinnati *Enquirer* says the Legislature of this State has passed the bill known as the Pittsburg, Fort Wayne and Chicago Railroad Bill, providing that railroads may let their roads go to sale and organize new corporations, and giving the new corporations the right to re-instate the old bondholders, auditors and stockholders in the same order as before, as first, second, third preferred stock, and stock without any preferment. It passed both Houses, and will, probably, become a law.

Memphis and Louisville Railroad.

The Paris *Sentinel* informs us that the Memphis, Clarksville and Louisville Railroad is now completed to within less than three miles of the Tennessee river. In a few days the connection between Memphis and Louisville by this road will be established, and regular trains will pass Paris for both places daily.

Trade of Canada.

For the first time in the history of Canada the exports have exceeded the imports in value. The year 1860 will be remarkable as the first in which the balance of trade has been in favor of the Province. In the previous year the figures stood: Imports, $38,555,161; exports, $24,766,081. In 1858 the difference was as between $29,000 and $23,500 in round figures, and in 1857 the divergence was a great deal wider, the value of the imports being $39,430,598, and that of the exports, $27,007,624. Whatever may be the theory of the balances of trade, certain it is that every country feels at liberty to congratulate itself when it has a favorable trade balance sheet to show at the end of the year.

We were among those who were not without apprehensions that Mr. Galt's tariff might divert a large part of the trade of Toronto to Montreal. This question has ceased to be speculative, and we are now enabled to settle it by comparative facts. In 1858 the year before Mr. Galt's tariff was passed, the value of the imports of Toronto was $4,768,934, while those of Montreal reached $12,254,071. In 1860 we find the imports of Toronto sustaining nearly the same relation to those of Montreal, the former being $4,048,458, and those of Montreal, $15,334,101.

About three-fourths of the customs revenue is derived from articles which pay a duty of from 15 to 20 per cent; but of $34,447,935 of goods imported, $10,552,485 paid no duty at all.

	Value.	Duty.
Goods paying specific duty and 100 per cent, 40 per cent, and 30 per cent. ad valorem.	$241,072	$126,718 37
Goods at 30 per cent, 25 per cent, and 20 per cent. ad valorem	2,664,454	787,855 27
Goods at 25 per cent. ad valorem	246,599	61,649 01
Goods at 20 per cent. and 15 per cent. ad valo'm.	18,054,900	3,344,010 43
Goods at 10 per cent. and 5 per cent, and 2½ per cent. ad valorem.....	2,382,111	238,232 35
Free goods	10,552,485	.....
Foreign reprints of British copy-rights..	314	.....
Totals.	$34,447,935	$4,758,465 42

The increase in the revenue in 1860 over 1859 is $320,619 03, realizing the estimate of the Finance Minister, and proving the fallacy of those prophets of ill omen who asserted with great confidence that the revenue of 1860 would fall far below that of the previous year. On the whole, the returns show that our commerce and revenue are in a sound and satisfactory condition.—*Toronto Leader.*

Illinois State Debt.

The annexed law to provide for the interest of the State debt was enacted at the late session of the Legislature of Illinois:

SECTION 1. That it shall be the duty of the auditor of public accounts to assess annually upon the taxable property in this State, in addition to all other taxes, a sum sufficient and no more with the interest fund, if any in the State Treasury, to pay the interest on the State debt upon which interest is legally payable, which said sum shall be assessed and collected, said assessment not to exceed one and one-half mills on each dollar of taxable property.

SEC. 2. The fund thus collected shall be denominated the interest fund, and shall be applied to the payment of interest on the State debt, and for no other purpose whatsoever.

North Pennsylvania Railroad.

The following is a condensed statement of the financial condition of this company, at the close of its past fiscal year, November 30, 1860:

Capital stock	$3,149,000 00
Instalment account	6,820 00
Six per cent. bonds	2,500,000 00
" " " coupons	130,942 50
Ten " " " bonds	350,000 00
" " " coupons	325 00
Bills payable	89,805 01
Ground rents and mortgages	88,973 21
Unpaid accounts and loans.	30,935 11
	$6,346,800 83
Construction	$4,796,700 64
Equipment	393,976 88
Station houses and machine shops.	69,737 88
Right of way	204,214 03
Real estate	385,661 84
Telegraph	4,967 39
Trustees	6,354 00
North Pennsylvania Railroad stock	25,767 11
Sundry accounts	21,380 97
Stores on hand	18,039 58
Profit and loss. .,.	405,356 49
Cash	19,644 52
	$6,346,800 88

The earnings during the year from passengers, freight, mails, rent, etc., were $389,622 23

And the expenses were:

For maintenance of way ..	$25,893 26	
For motive power..	62,561 06	
For maintenance of cars ..	19,876 71	
For conducting transportation	51,471 32	
For general expenses, including rents, taxes, etc.	16,865 96	
		176,668 31
Leaving net earnings		$212,953 92

The interest account for the year was:—

Coupons 6 per cent. bonds.	$150,000 00	
" 10 " " " .	32,025 00	
Ground rents and interest on mortgages.	5,661 67	
Interest on floating debt ..	10,004 37	
		197,691 04
Leaving a balance of		$15,262 88

The permanent account has been increased as follows:

Equipment account	$26,979 34
Construction account	7,219 90
Total	$34,199 24

The increase in earnings over those of the preceding year was $42,320 27; and in expenses,

$17,764 37—making the increase in net earnings $24,555 90. Compared with 1858, the gross earnings show an increase $90,728 24, with an increase in net earnings of $50,876.

Bills payable have been reduced to $89,805 01—being a reduction of $48,417 47. The bonded debt has been increased $63,000, and now amounts to $2,850,000.

The equipment consists of 8 passenger and 9 freight locomotives; 15 first class passenger cars, 5 baggage and smoking cars, 100 eight-wheel and 228 four-wheel coal cars, and 176 cars for freight, stock, etc.

The number of miles run by engines with passenger trains has been 146,730; with freight trains, 85,920—total mileage, 232,650. The cost for repairs of engines was $15,204 66. Cost of fuel for do., $20,188 12; of stores, $2,017 01.

The number of passengers carried was 317,312; number carried one mile, 5,356,306—equal to 97,368 through passeng rs; the average rate per mile being 2.62 cents.

The freight transported consisted of 1,080,178 gallons of milk; 235,965 bushels of lime; 3,325,186 feet of lumber; 91,635 tons of coal; 15,256 tons of pig iron; and 82,968 tons of miscellaneous freight. The freight moved one mile in net tons was 8,343,907—producing an average of 2.92 cents per ton per mile.

The report states that there has been a gratifying growth in the local business of the road; and that the improvements going on in the towns and villages along its line, give evidence of the prosperity of the section of country through which it passes, and furnish reason for the belief that the business of the present year will be as profitable as that of the past.

The Patent Law Amendment.

By T. D. Stetson.

At the close of the late 36th Congress an amendment of the Patent Law was made with the haste and immaturity which usually characterizes important acts passed under such circumstances. The full effect of many of its provisions cannot be definitely known until they have been judicially construed in cases arising under them, but some of the obvious features are of great importance.

The act of 1836 was a complete substitution of a new for all former acts and parts of acts on the subject of Letters Patent for inventions. The present is not designed as a similarly general act covering the whole ground but only as an amendment. The act of 1836 which chanced to have been approved on an anniversary, (adding if possible still more to its interest) the 4th of July, was composed of 21 sections, all carefully matured and generally credited in great part to C. M. Keller, now an eminent patent attorney in this city. It was the initiation of the great system of scientific examinations previous to the granting of patents, which distinguishes American patent practice from that of all other countries. This law was amended slightly in 1837 and more radically in 1839, was added to by provisions for patenting "designs" In 1842, and was again slightly amended in 1848, besides various provisions at intervals for providing additional officers and salaries. The increase in the business has been enormous and the progress of the arts unexampled. In 1841, 847 applications for patents were made; in 1851, the number was 2,258; in 1860 it was 7,653.

Almost every one on his first introduction into Patent practice whether as a holder or alleged infringer of a patent finds provisions and rules which operate to his inconvenience and apparent disadvantage, but the opinion formed under such circumstances that the law is "all wrong" becomes materially modified with each subsequent experience. The great points considered by those best entitled to respect as requiring amendment were the discriminations against foreigners in regard to fees, and the feebleness of the provisions for obtaining testimony in questions before the Patent Office. Both these points are as far as the principal foreign countries are concerned, amply and satisfactorily provided for by the present amendment. All pay alike and all may with reasonable limitation compel the rendering of reluctant testimony.

There are 17 sections in the new amendment. The first empowers and requires the clerk of the U. S. District Court to issue subpœnas, with the usual penalties for contempt, compelling a witness to attend and testify before a Justice of the Peace, his testimony being subsequently sent to the Patent Office in writing by the Justice as had been previously practised. The difference in this respect is that whereas such testimony has heretofore been always voluntary and subpœnas if employed in such cases have been issued ignorantly and unlawfully and were of no legal force, the attendance of a witness can now be made compulsory so that the employees of a concern or any otherwise inaccessible parties can be called to testify in all cases of interference or extension. The second and third sections legally recognize what has been long employed in the patent office and known as the Board of Appeals.

Section fourth increases salaries.

Section fifth authorizes the return of models when an application is rejected and dispenses with models of "designs." It does *not* avoid the necessity for providing models in making an application exactly as heretofore. The general subject of models of all things really new to be stored in the United States Patent Office remains almost untouched. The building is in the form of a hollow square covering two squares or blocks of ground and already in the upper stories, three of the sides are filled with cases for models. The inventor will in a few instances be partially relieved of expense by the present amendment, as for example when the subject is an elaborate revolving pistol, bank lock, chronometer or microscope, and when the model may be presumed to possess some value as an article for sale or use.

Section sixth cancels an act long since practically defunct for forwarding models to Washington at government expense.

Section seventh empowers the appointment of additional officers.

Section eighth aims to ensure correct papers and to disqualify agents guilty of misconduct.

Sections ninth and tenth relate to fees and the details of caveats and additional improvements:

"On filing each caveat ten dollars" which is not counted as part of the fee for the patent.

"On filing each original application for patent except for a design fifteen dollars.

"On issuing each original patent twenty dollars.

"On every appeal from the Examiners in Chief [Appeal Board] to the Commissioner twenty dollars.

"On every application for the re-issue of a patent, thirty dollars.

"On every application for the extension of a patent, fifty dollars; and fifty dollars in addition on the granting of every extension."

It will be observed that the total fees for a patent instead of thirty dollars as at present are thirty-five, to wit: fifteen on the filing of the application and twenty more on the issue of the patent. There are many instances in which a certainty that a patent will be issued on call is as valuable for all practicable purposes for a long period as the possession of a patent. It does not appear on the face of the law that any obstacle is interposed to the leaving a case in this position for an indefinite period or until it becomes desirable to commence a suit against an infringer, neither does it appear that any means will exist by which the public may be informed of an application in such a position.

Section eleventh provides that designs may be patented for 3½, 7 or 14 years at will. Fee for the shortest term ten dollars, longest term thirty dollars. Extension of such patents may be granted for 7 years more, on showing cause and paying as in extension of patents for inventions, one hundred dollars.

Section twelfth provides "that all applications for patents shall be completed and prepared for examination within two years after the filing of the petition, and in default thereof they shall be regarded as abandoned by the parties thereto unless it be shown to the satisfaction of the Commissioner that such delay was unavoidable, and all applications now pending shall be treated as if filed after the passage of this act."

Section thirteenth relaxes the stringency of the law in regard to marking the date of patent upon patented articles.

Sections fourteenth and fifteenth authorize the Commissioner to print copies of patents in certain cases and makes such printed copies when certified and sealed, legal evidence of the contents of the patent.

Section sixteenth is the last with the exception of the usual provision, enumerated as seventeenth, that all acts or parts of acts inconsistent are hereby repealed. This sixteenth is anomalous in providing an unusual term [17 years] for the duration of patents hereafter to be granted and forbidding any extension of the same. The section is liable to misconception unless attention is specially invited to the fact that the extension of patents already issued remains unaffected. In short, the working of this section of the law will not be apparent until 1875. The term of seventeen years was adopted as a kind of compromise between the members of the joint committee of the two houses of Congress; one portion wished to leave the subject of extension to the discretion of the Commissioner as at present, while others were strennous in the effort to limit the extensions to cases when neither the inventor or assignee had received over one hundred thousand dollars from the patent. Lengthening the term of all patents to an extent equal to about half that effected by an extension was a simple mathematical problem, but the result is by no means free from objection.

Current Prices of Metals.

[Furnished to *Herapath's Railway Journal*, by Messrs. Freeman & Fry, Metal Brokers of London and Liverpool.]

London, Feb. 22, 1861.

IRON.	£	s.	d.		£	s.	d.
Railway bars, f.o.b. Wales...per ton.	5	10	0	to	5	15	0
Do. Tyne or Tees..... "	5	5	0	"	5	15	0
Do. chairs, Wales or Clyde "	3	15	0	"	4	0	0
Do. fish plates, Wales ..... "	7	0	0	"	7	10	0
Pig, No. 1, Wales..... "	2	15	0	"	3	5	0
Pig, No. 1, Clyde ..... "	2	0	0	"	2	12	0
Pig, M. Nos. ..... "	2	8	6	"	2	11	0
British bar, London..... "	6	5	0	"	6	7	6
Nail rods, London ..... "	6	17	6	"	0	0	0
Do., Staffordshire, London . "	7	10	0	"	8	0	0
Bars, " " "	7	10	0	"	8	10	0
Hoops, London ..... "	9	0	0	"	9	10	0
Sheets, single, London ..... "	9	5	0	"	10	5	0
Swedish, London ..... "	11	10	0	"	11	15	0
COPPER.							
Sheathing, bolts, etc. .....per lb.	0	0	0	"	0	0	11½
Bottoms ..... "	0	1	0	"	0	1	¼
Old..... "	0	0	9½	"	0	0	10
Tough Cake.....per ton.	102	10	0	"	0	0	0
Tile and Ingots ..... "	102	10	0	"	0	0	0
Best selected ..... "	105	10	0	"	0	0	0
Burra Burra..... "	0	0	0	"101	0	0	
South American..... "	90	0	0	"	91	0	0
Yellow metal..... "	0	0	9	"	0	0	9½
LEAD—English pig ..... "	21	5	0	"	21	10	0
Sheet..... "	22	5	0	"	0	0	0
Patent shot..... "	25	0	0	"	25	10	0
Spanish pig (soft)..... "	20	15	0	"	21	0	0
QUICKSILVER..... 75 lbs.	7	0	0	"	0	0	0
STEEL—Swedish in kegs..per ton.	17	10	0	"	0	0	0
Swedish in fagots..... "	19	0	0	"	19	10	0
English spring..... "	18	10	0	"	24	0	0
SPELTER..... "	18	10	0	"	0	0	0
ZINC—Nos. 9 to 18..... "	25	0	0	"	25	10	0
TIN—English block & ingot "	128	0	0	"	0	0	0
English bars..... "	129	0	0	"	0	0	0
Do. refined..... "	130	0	0	"	0	0	0
Banca ..... "	130	0	0	"	0	0	0
Straits..... "	120	0	0	"121	0	0	
TIN PLATES—Charcoal 1c.p.box.	1	9	0	"	1	11	0
Charcoal 1x ..... "	1	15	0	"	1	17	0
Coke 1c ..... "	1	3	6	"	1	5	0
Coke 1x ..... "	1	9	6	"	1	11	0

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending March 11, 1861.

BONDS.		Per cent.
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 1st Mortgage	6s	75 "
" " " 2d "	7s	75 "
Indianapolis and Cincinnati, 1st Mortgage.	7s	80 "
" " " 2d "	7s	75 "
Cinc., Ham. and Dayton, 1st Mortgage	7s	100 "
" " " 2d "	7s	86 "
Dayton and Western, 2d Mortgage.....	7s	40 "
" " " 1st "	7s	50 "
STOCKS.		
Cincinnati, Hamilton & Dayton.....		71
Little Miami		81
Columbus and Xenia		81
Indianapolis & Cincinnati		35

Railroad Earnings.

The revenue of the Baltimore and Ohio Railroad for February was as follows:

MAIN STEM.		
From Passengers	$35,509 74	
" Tonnage.....	218,562 33	
" Mails	7,933 34	
" Express	5,344 88	
		$267,350 29
WASHINGTON BRANCH.		
From Passengers	$24,597 81	
" Tonnage.....	6,711 85	
" Mails	900 00	
" Express	1,051 20	
		33,260 86
N. W. VIRGINIA BRANCH.		
From Passengers	$4,447 51	
" Tonnage.....	21,896 45	
" Mails	866 66	
		27,240 62

Summary of Revenue for Feb., 1860 *and* 1861.

	1860.	1861.
Main stem	$267,607 44	$267,350 29
Washington Branch...	36,822 29	33,260 86
N. W. Virginia Railroad	22,851 18	27,240 62
Totals.....	$327,280 91	$327,851 75

Showing a net increase of $570 86.

The earnings of the Milwaukee and Prairie du Chien Railway, formerly the Milwaukee and Mississippi Railroad, for February, 1860-'61 were:

	1861.	1860.
Freight.....	$31,824 24	$18,037 97
Passengers.....	7,665 05	9,941 42
Mails and rents	3,305 51	4,335 41
Total.....	$41,854 80	$32,315 80
Increase.....		$9,539 00

The following is the Illinois Central Railroad Company's statement for February, 1861:

Land Department.

Acres Construction Lands sold.....	5,812.41 for	$87,875 20
Acres Interest Fund L'ds sold.....	399.38 "	5,383 66
Acres Free Lands sold ..	1,534.72 "	24,852 61
Total sales during the month	7,746.51 for	$118,111 47
To which add Town Lot sales		499 60
Total of all		$118,611 07
Acres land sold since Jan'y 1, 1861 ...	20,130.50 for	$301,149 41
Acres sold prev'sly (net sales).....	1,260,273.46 for	16,147,983 91
Total.....	1,280,403.96 for	16,449,133 32
Construction Bonds canceled in February, 1861		$24,600 00
Construction Bonds canceled previously.....		1,788,500 00
		$1,812,500 00
Total cash receipts in February ...		$51,422 81
Total receipts since Jan. 1, 1861 ...		123,696 35
Total cash and bonds received to February 31, 1861		4,319,094 37

NOTE.—Cash receipts in February, applicable to cancelation of Construction bonds, $23,974 64; applicable to Free Land fund, $4,386 38; applicable to Interest fund, $15,097 09. Miscellaneous accounts, $7,964 70. Total, $51,422 81.

Traffic Department.

Receipts from Passengers	$54,206 30
" Freight	210,961 85
" Mails	6,358 33
" Rent of road	5,533 33
" Other sources.....	1,716 49
Total receipts for February, 1861 ...	$278,776 30
Do. do. 1860 ...	185,925 60
Increase.....	$92,850 70
Total receipts since January 1, 1861 .	$598,800 47
Total receipts in corresponding period of 1860	371,182 60
Increase	$227,717 87

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 113 engines, 2,456 cars; funded debt, $15,573,500.

	1858.	1859.	1860.
Traffic.	$1,976,578.52	$2,114,448.98	$2,721,590.94
Working expenses ...	1,419,954.80	1,489,579.52	1,693,403.30
	$556,623.72	$624,869.46	$1,028,187.64

The net receipts of the New York and Harlem Railroad for the month of February are as follows:—

1860.....	$95,665 97
1861.....	73,813 02
Decrease.....	$21,852 95

One working day less than in 1860.

On account of the flood at Albany, no through freight or express matter was carried for seventeen days—it also interrupted the passenger business.

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of February, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$130,153 96	$89,639 02
" Passengers	55,076 91	45,402 24
" Express	2,400 00	2,500 00
" Mails	7,825 00	7,825 00
" Rent of road.....	7,083 33	7,083 33
" Miscellaneous ...	180 00	124 69
	$202,719 20	$152,574 28
Increase.....		$50,144 92
Earnings January 1, to February 28	$419,647 24	$292,525 15
Increase.....		$127,122 09

The receipts of the Grand Trunk Railway of Canada for the week ending March 2, were..... $63,309 81

Week ending March 3, 1860 ..... 56,458 58

Increase in 1861..... $6,851 23

Total traffic from July 1st, 1860 ... $2,256,953 82

Corresponding period previous year 1,834,288 66

Increase..... $422,665 16

Columbus, Piqua and Indiana Railroad.

The following is the statement of the Receiver of this road for the year ending Nov. 30, 1860:

EARNINGS.		
Passenger receipts.....	$51,922 32	
Freight receipts.....	55,125 56	
Express receipts.....	1,292 60	
Mail service receipts....	4,435 68	
Total earnings.....		$112,776 16
Ordinary expenses		84,035 15
Net earnings.....		$28,741 01
Extraordinary expenses, viz:		
Construction of Western Div.	$4,200 03	
Rebuild'g and repair'g bridg's	5,329 49	
New water stations.....	454 48	
New engine-house at Colum.	293 65	
Repairs of bridges and platforms.....	252 27	
Taxes	2,601 35	
Right of way.....	1,201 35	
Cost of court in foreclosure suit.....	254 82	
Cash paid for note given by former Receiver (for work)	200 00	
Station house and passenger rooms at Columbus.....	687 38	
Total expenditures.....		$15,574 81
Net balance over all expenditures.....	$13,166 20	—13,166 20
Expenditures over earnings in 1859, as reported Nov. 1, 1859	4,702 07	
Balance on hand		$8,464 18

Charlton and Randolph Railroad.

We learn from the Huntsville *Citizen* that Mr. Kelly, one of the contractors, will commence operations on this road with a large force as soon as the weather will admit, and will push the work rapidly forward. They will begin laying the rails at once, so that in a few weeks we hope to be able to announce the completion of the road to that point. The financial affairs of the company are in a sound condition, and the means have been provided to obtain the iron for the whole road.

Missouri Bonds.

A bill has passed the Legislature of Missouri, and has received the approval of the Governor, to authorize, at the option of the holders, the conversion or exchange of dollar for dollar of the 7 per cent. indorsements of the State on the bonds of the South-west Pacific Company for the direct 6 per cent. obligation of the State.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	56,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,604	—	116,810	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,491,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	....	....	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,280	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	126
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,408	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	98
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,850	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	....	....	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	72
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57¼
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.6	73.6	—	66	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	71
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	80
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	226,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	....	....	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,575,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—}	12	10	165	{Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	64,274	7	80
30 Jun. '60	65.1	—	....	—}				{Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	262.0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	....	....	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225.577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	249,969	106,434	1,710,619	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,204	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....					—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	55½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	113
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	102,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	—	5,327,567	83.7	525,954	1,045,683	439,284	8	111
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,691,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	86
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*		2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	71½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '60	14.0	2.4	—	—	3	3	87	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—		298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	—	—	698,563	30.0	158,374	229,205	68,610	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newbnryport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	.....
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—		223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—		448,700	—	—	451,000	ope	r. by Ho	usaton.	31,499	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—		385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	15½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9 933.396	1,095,713	15,120	5,150,000	7,269,520	17.532	13,940,644	192.0	.....	1,881,352	888,254	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	61½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
.. .. ..	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	57½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	15½
.. .. ..	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
.. .. '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
.. ..	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,230,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.		—	70
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	105½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	51½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	114
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,961	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	698,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	128
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5K	.....
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15 844	3,868	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	....
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning.....	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	....
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie .	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand..	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City.....	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River.....	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	45
30 Sep. '59	—	—	—	76.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	-2,715,186	870,000	115,856	.....	—	—	—	—	—	....
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island.....	2,566,270	*	—	1,852,716	755,998	12,283	.....	97.5	.....	343,021	154,369	—	11
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central.....	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie.....	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	32
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	15½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	....
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,902	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown.....	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady....	480,684	*	—	300,000	85,000	—	385,000	ope	r.byRen	s. & Sar.	30,150	7	....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	....
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r.by Lo	ng Isl.	37,500	9	....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton....	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,325	81.3	176,273	196,402	112,155	—	....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b.Hud	s. River.	.....	6	....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina .	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	....
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester .	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon.....	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western..	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	....
31 Dec. '59	118 2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	....
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio.....	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	....
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton..	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	....
31 Dec. '60	135.4	5.8	....	—	42	31	429	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	94
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	120
30 Nov. '58	101.0	102.5	....	—	42	....	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	34½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis ..	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144.000	84,000	17,760	—	60
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia.....	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	....
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western.....	999,173	104,912	—	307,246	716,000	80,845	1,104,080	36.6	.....	62,025	3,565	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre....	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	....
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	....
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati.....	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,292,262	195.4	556,732	374,198	45,452	—	....
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	812,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc. .	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	....
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,583,876	125.0	.....	185,934	34,167	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley....	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus.....	346,500	—	—	193,000	160,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	....
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow.....	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	....
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	56.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	388,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster.....	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top ..	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84.017	3,413	—	....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	....
30 Nov. '59	45.7	—	....	20.2	15	6	—	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	353,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation..	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	....
30 Nov. '60	55.6	10.1	9.7	—	16	15	531	North Pennsylvania.....	5,449,061	366,997	.....	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	389,622	212,954	....	86½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474 545	13,261,960	17,163,947	867,489	32,407,124	423.0	3,476,412	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central.	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	....
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	57,194	—	....
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading....	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	....	43½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	m Roy	....	125
31 Oct. '60	96.0	6.0	....	—	80	93	521	Phila., Wilmington and Balt..	7,800,000	*	—	5,000,000	2,800,000	—	.....	200.5	48,677	1,236,597	471,712	6½	37½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	43.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville ..	2,724,803	81,136	—	1,755,826	1,292,700	67,889	3,378,707	60.0	113,775	60,553	29,990	—	....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsbg, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,853,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna..	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	20,604	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,149,869	148.0	.....	.....	.....	.....	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,556	396,000	.....	.....	29.6	.....	88,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,221	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,130	.....	13.6	23,514	23,005	1,278	....	....
								SOUTH CAROLINA.													....
31 Dec. '55	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
-- -- '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	609,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia.....	2,439,769	324,161	—	1,429,008	1,145,000	242,530	2,819,554	164.5	.....	341,190	125,871	.....	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina.....	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	761,943	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													....
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859.....	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	353,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia..	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	518,718	187,466	—	....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia .	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.8	150,142	297,506	3 149,107	—	....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.....	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	.....	.....	.....	.....	—	....
1859.....	100.0	—	30.6	55.8	....	....	....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee ...	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester.	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
1859.....	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga....	3,632,882	*	—	2,656,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	8	....
1859.....	....	—	....	—	....	....	....	Nashville and Northwestern .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,955	87,243	—	....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													....
-- -- '58	32.0	—	....	138.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
-- -- '58	56.0	—	....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	.....	.....	275,000	240,000	177,500	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central ..	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,200	232,840	196,568	—	....
-- -- '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
-- -- '59	28.0	—	....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													....
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	92,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington.....	3,980,708	601,509	92,858	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	57,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,360,695	ope	r. by Vt.	Central	.....	—	80
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	....
31 Aug. '59	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													....
31 Aug. '59	41.3	—	—	122.1	....	....	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	50,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	—	1,500,124	550,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia.....	5,222,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg...	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,244	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,150	554,203	292,988	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,946	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg ...	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River...	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	101	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	53,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.0	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													....
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*.....	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,464	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	600,000	246,565	1,908,555	40.0	74,243	159,456	82,182	—	....
-- -- '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon.....	919,757	*	—	1,161,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	429,943	—	12
-- -- '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
-- -- '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								CANADA.													....
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
-- -- '59	81.0	—	....	—	16	17	214	Montreal and Champlain.....	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
-- -- '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,669,219	4,000	6	38
-- -- '59	229.0	128.0	....	—	87	126	1,689	Great Western.....	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
-- -- '59	24.0	—	....	—	2	2	52	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
-- -- '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.).....	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
-- -- '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
-- -- '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													....
30 Nov. '58	29.9	0.9	....	79.3	....	....	....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	....
-- -- '59	60.0	—	....	—	....	....	....	New Brunswick and Canada.	988,746	*	—	868,493	.....	70,253	988,746	60 0	.....	.....	.....	—	....
								NOVA SCOTIA.													....
-- -- '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													....
31 Dec. '60	48.7	—	....	—	....	....	....	Panama.....	8,000,000	*	703,000	4,976,000	2,490,200	44,000	9,302,528	48.7	.....	1,650,578	1,036,121	12	114

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1860	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	307,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	104
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,900	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	93½
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ildl. Tr. 1st Mort.	392,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	75
1st Mortgage	3,600,000	---	------	39½
2d Mortgage	2,000,000	---	------	15
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	88,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,000,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	100
1st Mortgage (E. Extension)	1,500,000	---	1875	100
2d Mortgage	2,600,000	---	1881	92
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	1	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101¼
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	48
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	87
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	97½
Construction	4,115,000	6	1875	97½
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
***Lehigh Valley:**				
1st Mortgage	1,400,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17½
2d Land Grant (Western Div.)	353,600	†	------	17½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1863	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	82
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	74
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	81
2d Mortgage	2,175,000	†	1877	57
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,600	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	13,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	95¼
Premium Consolidated Stock	8,000,000	6	1883	95½
Real Estate	221,000	6	1883	95½
New Convertible	3,000,000	7	1864	101½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	101
2d Mortgage	4,000,000	7	1859	103
3d Mortgage (convertible)	6,000,000	7	1871	92
4th Mortgage (convertible)	3,729,000	7	1880	85
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	55
Unsecured (convertible)	2,443,000	7	1892	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97½
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	831,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	96
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
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Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
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Peru and Indianapolis:				
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Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'65)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	658,929	6	1860	----
Mortgage Loan	1,666,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,008	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	600,000	---	------	----
2d Mortgage	256,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
3d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Stenbenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.				
.....	.....	....	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	.....	7	.....	17½
2d Mortgage	.....	....	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,340	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	....	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	....	.....	....
.....	.....	....	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	....	1866	70
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1858	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	398,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending March 13, 1861.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13
FEDERAL STOCKS:—						
U. S. 5s, 1874	87	86½	87	87	87	
U. S. 5s, 1865	....	89	....	....	....	
STATE STOCKS:—						
California 7s	88	....	....	....	88	
Georgia 6s	....	....	....	....	....	
Illinois 5s	....	....	....	....	....	
Indiana 5s	84	84	....	....	....	
" 2½s	....	....	....	....	....	
Kentucky 6s	....	....	....	....	....	
Louisiana 6s	....	....	....	75	....	
Maryland 6s	....	....	....	....	....	
Michigan 6s	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	
Missouri 6s	65	66½	65	67	67	67½
New York 5s, 1874	99½	....	105	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	79½	79	79	82	82	82
Ohio 6s, 1870	....	....	....	....	....	....
Tennessee 6s, 1890	72	72½	72½	75	75	75
Virginia 6s	75	76½	77	79	78	78½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	....	71½	70	74	73	72
Chicago and Rock Isl.	57½	57	57½	59	58½	57½
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ashl.	....	120	....	120	....	....
Clev. and Pittsburg	....	....	....	9	....	....
Clev. and Toledo	33½	34	34½	36	35	34½
Del., Lack. and West.	80	80	....	....	....	82
Galena and Chicago	71	70½	70½	72½	71½	71
Hudson River	45	45	45½	46½	46	45
Illinois Central (scrip)	79	80½	79	82	82	80
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	56½	57½	57	58½	58	57½
M. S. and N. I. guar'd	35½	35½	35½	36½	35½	36
M. S. and N. I.	15½	15½	15	15½	15½	15½
Milwaukee and Miss.	....	....	11	....	12	....
New Jersey Central	115	....	....	....	....	....
New York Central	77½	78½	78½	79	78½	78½
New York and Erie	32	33	32½	33	33	32
N. York and Harlem	17	15½	15½	16	15½	15½
N. Y. and H. "pref."	38½	39½	39	40	39	39
Panama	115	114½	116	116	115½	115½
Phila. and Reading	42	43½	43	45	44	43½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	....	....	39½
" " 2d M.	....	....	....	....	15	15
" " S. F.	76½	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	75	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	98	....	....	....	....	100
" 2M. 8 p.c. '81	92	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2M. 8 p.c. '75	90½	....	....	....	90	....
Hann. & St. J. 1 M. 8s	....	48½	49	49	48	
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2M. 7 p.c. '60	....	....	....	....	....	....
" 3M. 7 p.c. '75	86	....	....	87	....	....
Illinois Centr. 7 p.c. '75	98	98	98	100	97½	97½
" " 6 p.c. '75	98	98	98	100	97½	97½
L. Erie & Wab. 1 M.	68	....	68	....	....	....
" " 2 M.	....	36	36½	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	83	....	....	....	....
" " 2d M.	....	....	....	57	....	....
" " S. F.	....	76½	....	....	77	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	81	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	104	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83.	95½	....	....	....	....	....
" 1 M. 7 p.c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	101	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	....	....	....
" 4 M. 7 p.c. '80	....	....	85	....	85	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	55	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	99½	....	....	99½
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	80	80
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	....	....	....	92½
America, Bank of	105	105	....	....	....	105½
Commerce, Bank of	91	....	91	....	....	....
Merchants' Exch. B'k	97	....	....	98	....	98
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	104½	....	104	105	....	....
MINING STOCK:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	9	
MISCELLANEOUS:—						
Del. and Hud. C. Co.	90	....	90	90	....	89½
Cumberland Coal Co.	7	7½	....	7½	7	7
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	84	84	83½	85	85	83½
Canton	15	14	14	14½	15	14
Brooklyn Water W's	....	....	....	101	101	....

The following are the closing prices in the London Market on the 23rd February:

United States 5 p. c. red. '74	86	to	88
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	69	to	71
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	86	to	88
Do. 3d do. 1883, assented	75	to	77
Do. Bonds, 1862, '71, '75 do.	58	to	60
Do. Shares, assented	29½	to	30½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	90
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, March 16, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The first two or three days of the week showed a considerable advance in the share market, from the rumored action of the Government in relation to the southern forts, the proposed abandonment of one or two of which being regarded as evidence of a pacific policy on the part of the new Administration. The advance has been barely maintained, as the moment one point seems to be gained, others, equally formidable, arise. There is no doubt that the policy of the Government is pacific and that it expects to find a solution for our difficulties in this direction. If successful, a long time may be required to restore the old regime. In the meantime, the Confederated States are about putting into operation a *revenue* tariff, which may interfere with the importation and consumption of northern merchandise. The trade of the country, however, is again assuming considerable activity, even that between the North and South. People must be fed and clothed, must produce and sell, quite independently of political complications, and as these have yet led to no collision of arms, a pretty active commerce is still carried on between the North and South. Throughout the greater part of the South, the crop of breadstuffs the past year was very short, to make up for which, very large importations of these and provisions are being made from the Western States. However much the two sections may differ in opinion, it seems plain that the commercial relations of the past must, in a great measure, remain. Every one is interested in preserving these intact, and while such is the case, they can hardly be interrupted for any length of time.

Money continues most abundant with every prospect of its remaining so. The influx of gold continues both from California and from Europe, while imports of merchandise are greatly reduced. An active demand for our produce still continues, leaving us largely on the credit side. The excess of exports, the past year, over imports was $38,000,000. The present year, it will, probably, show a much larger excess. With abundance of money, very few new enterprises will be set a-foot. There was never a time in this country, in which so much capital lay idle as at the present. Could our political difficulties be ended, a very large amount of money would go into securities of one kind or another, and would very likely bring considerable quantities from Europe for sale.

The Magnitude of the Trade of the Three Great New York Routes.

The Erie Canal, New York Central, and New York and Erie Railroads, brought to tide-water the past year, the produce of the West, 2,093,520 tons. It is so classified that its value can be very accurately estimated. The tonnage with the respective values brought over the two railroads the past year was as follows:

	Transported by Central Railroad.	
Articles.	Tons.	Value.
Products of forest	42,705	$846,100
Products of animals	223,362	44,672,400
Vegetable food	343,872	13,754,880
Other agricultural prod'ts.	39,167	587,520
Manufactures	77,256	19,314,000
Merchandise	201,587	100,793,500
Miscellaneous	100,632	1,006,320
Total	1,028,381	$180,974,720

	Transported by Erie Railroad.	
Articles.	Tons.	Value.
Products of forest	118,889	$2,377,780
Products of animals	201,823	40,364,600
Vegetable food	197,232	7,889,280
Other agricultural products.	19,909	298,635
Manufactures	113,948	27,487,000
Merchandise	198,610	99,205,000
Miscellaneous	289,140	2,891,400
Total	1,119,551	$180,613,695

In the above statement products of the forest are valued at $20 the ton; products of animals at $200; vegetable food at $50; other agricultural products at $15; manufactures at $250; merchandise at $500, and miscellaneous freight at $10 per ton. The total tonnage of both roads was 2,167,736, valued at $361,893,425. The number of tons carried on the New York Canals for 1859 was 3,781,684, valued at $132,560,758. We have received only a statement of freight coming to tide-water for 1860, which equaled 2,916,066 tons, valued at $80,458,685, against 2,121,672 tons for 1859, valued at $53,175,312. Assuming a rate of increase equal to that coming to tide-water, of freight moving in other directions, the total tonnage on the Canal the past year was 5,216,464 tons, equaling in value $182,932,800. The total tonnage of the three routes was 7,384,210, valued at $544,186,705.

Iron for the Manassas Gap Railroad.

This company have recently received at Alexandria 2,500 tons of rails, sufficient to complete the track to Harrisonburg, 139 miles from Alexandria, and 27 miles beyond its present terminus at Mt. Jackson. That point reached, but 23 miles remain to carry the road to its final terminus at Staunton,

Alleghany Valley Railroad.

The earnings of this road for the fiscal year ending January 31, 1861, were as follows:

From passengers	$50,850 44
" freight	38,103 28
" mails, rents, old materials, etc.	5,388 56
	$94,342 28

Expended as follows, viz:—

Conducting transportation	$15,232 42
Maintenance of way	9,088 81
" motive power	7,860 66
" cars	2,555 00
Repairs of bridges	4,911 23
Interest on mortgage bonds	26,750 00
" loans, discounts, etc.	2,036 65
All other expenses	25,907 51
	$94,342 28

Included in the above is $1,948 50 for legal expenses, which covers attorney's fees for five years. The annual salaries of president, secretary and treasurer, solicitor and messenger, amount in all to $2,660 per annum.

The ordinary operating expenses amount to 49,180 78, which is 53.40 per cent. of the gross earnings.

The floating debt per treasurer's report February 1. 1861, was	$29,544 29
Coupons due	13,125 00
Amount due on road	19,955 19
Total floating debt, February 1, 1861	$62,624 48

The funded debt of the company is $378,454 73.

The number of miles run by all the trains was 61,634; the number of passengers carried, 91,670; total tons freight and coal moved 62,827.

It is believed by the board that a connection of their road with the tracks of the other roads entering Pittsburg would be mutually advantageous for the transhipment of oils, coal, ore and other freight, and should be made at the joint expense of the several companies. A proposition had been received from parties largely engaged in railroad construction, with a view to the extension of the road to Brookville, but the terms were inadmissible. The board has had constantly in view the importance of extending the road to Mahoning; a plan was matured, and nearly half the necessary amount subscribed by holders of the first mortgage bonds, but a condition insisted on by some of them rendered success impracticable, and the plan was for the time abandoned. The board believe, however, that events are in progress which will render the extension of the road certain within a reasonable time after the recovery of the county from its financial difficulties. Upon the completion of the Sunbury and Erie Railroad, it will be found that a connection with Pittsburg will be an indispensable requisite to the success of that company. The inhabitants of the oil region are agitating the project of a branch from Franklin; and the proprietors of the Brady's Bend Iron Works are sufficiently interested to aid largely in the enterprise. It is believed that the road could be built at moderate cost, either by way of the Alleghany river, or by the route already surveyed to the Clarion river, and thence up Beaver Creek, down Six Mile, and up the Alleghany river to Franklin. In case the Clarion Branch route were adopted, the subscription of Clarion County would be properly applicable to its construction.

The office of the Company is at Pittsburg, Pa.

The officers and directors for the ensuing year are:

President and Superintendent—R. F. Morley.

Directors—Wm. F. Johnston, Joseph Baffington, W. Reynolds, Geo. Black, C. Yeager, P. Kerr.

Secretary and Treas'r—James Gibson.

Master of Transportation—H. Wertz.

Ohio Canals.

The amounts reported for tolls, water rents, etc., by the Auditor of the State for the quarters ending Feb. 15, 1860 and 1861, is as follows:

	1860.	1861.
Ohio canal	$9,485 34	$10,333 16
Miami and Erie Canal	17,331 76	20,095 52
Muskingum improvement.	3,612 32	3,347 54
Hocking Canal	1,500 82	2,048 41
Walhonding Canal	132 98	258 84
Total	$32,063 33	$36,083 47

Increase in first quarter 1861 over first quarter 1860, $4,020 25.

Eaton and Hamilton Railroad.

The earnings of this road for the past three years have been as follows:

	1858.	1859.	1860.
Passengers.	$61,485 31	$58,485 31	$61,640 44
Freight	89,380 91	80,016 35	90,688 28
Total	$151,866 22	$138,501 66	$152,328 72

The expenses for year ending Dec. 31, 1860, were	108,463 00
Leaving net earnings	$43,865 72

Peoria and Oquawka Railroad.

The name of this railroad has been changed to that of the "Logansport, Peoria and Burlington." The company is placing additional equipments on the road, ready for spring business.

Vermont Central Railroad.

The annual meeting of the stockholders of this company was held on the 5th inst. A disagreement arose as to the right of those present to vote as stockholders, and resulted in the choice of two boards of directors, as follows:

S. M. Felton, O. W. Davis, Philadelphia; E. R. Hard, Jeremiah French, Burlington; E. M. McPherson, Joseph H. Converse, Boston; G. G. Hubbard, Cambridge, Mass.

George M. Dexter, C. O. Whitmore, Boston; John G. Smith, Lawrence Brainard, St. Albans; Joseph Clark, Milton; Levi Underwood, John Wheeler, Burlington.

Rutland and Washington Railroad.

The annual meeting of the stockholders of this company was held at Rutland on the 4th inst., and the following gentlemen elected directors:—Merritt Clark, Poultney; D. A. Smalley, Geo. F. Edmunds, Thos. W. Canfield, Burlington; Wm. F. Hart, Boston; Chester Spencer, Castleton; T. H. Canfield, Arlington. The Board of Directors subsequently was organized by the election of Thomas W. Canfield, President; Merritt Clark, Vice-President; Chester Spencer, Clerk and Treasurer.

The Revenues of Cuba.

The official return of the revenues of Cuba for the year 1860, is published in the Havana papers. They amount in the aggregate to $18,922,260, which is only $170,784 more than the revenue of the previous year. This small increase is accounted for by the prostration of trade during the last month of the year, owing to the political troubles in this country, and a diminution of the excise on sales of real estate, slaves, mortgages, and auctions, which have been lessening every year since 1857. The abolition last year of the capitation or license tax on slaves, also reduces the annual income. Of the gross income, $11,731,859 was derived from the customs, $4,767,682 from taxes, duties on sales, &c., and $2,201,790 from lotteries.

Parkville and Grand River Railroad.

Since the completion of the Hannibal and St. Joseph Railroad across the State of Missouri, several projects, among others the present, have been started for the purpose of forming a more direct connection with the towns on the Kansas river. The Parkville and Grand River Railroad leaves the main trunk at Cameron and extends south-west to Parkville on the Missouri river, and will thence be continued to Lawrence under the title of the Kansas Valley Railroad, forming a central trunk line more direct than any other. The river at Parkville presents the most favorable point for bridging the Missouri for several hundred miles—the bluffs approaching nearer and the landings on both sides good and permanent. The length of the P. & G. R. R. R. is about 48 miles. The profile of the route is favorable, being for the first 20 miles over an open prairie and for the remainder through fertile valleys, producing large amounts of hemp, tobacco, wheat and corn. Parkville is the centre of the trade of this region. Under contract prices the road will cost $624,000, or $13,000 per mile, and the necessary rolling stock will cost $126,000. The subscription list is full, and includes $100,000 subscribed by Platt county in 10 per cent. bonds, and $50,000 subscribed by Parkville also in 10 per cent. bonds. The contractors for the work are Messrs. Mattoon, Weils & Co., who have already done a large portion of the grading and expect to complete the whole so as to have the road in operation by the 1st June of the present year. Such a road as this being very direct with the lines of east and west travel, must be of great advantage not only to its own locality, but to general travel and transportation.

Ohio State Debt.

The following bill, providing for the payment of the public debt of Ohio, has been introduced into the Senate of that State:

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That for the sinking fund applicable to the payment of the interest upon the State debt, and the gradual reduction of the principal thereof there shall be levied annually, including the amount heretofore authorized by law to be levied for the same purpose, a tax of two mills on each dollar of taxable property, as the same shall be valued and entered on the grand list of the taxable property of the State, until and including the year 1870.

Sec. 2. That of the moneys raised by the tax authorized by the first section of this act, there shall be appropriated and used for the payment of the principal of the funded debt of the State, and for no other purpose whatever:

During the year of	1862,	the sum of.	$ 790,000 00
" "	1863,	" .	837,400 00
" "	1864,	" .	887,600 00
" "	1865,	" .	941,000 00
" "	1866,	" .	997,400 00
" "	1867,	" .	1,057,200 00
" "	1868,	" .	1,120,000 00
" "	1869,	" .	1,188,000 00
" "	1870,	" .	1,259,000 00
" "	1871,	" .	594,042 20
Making a total of.....			$9,671,242 20

Which with the sum of $225,000 applicable to the same purpose, from the revenues of 1861, will pay the funded debt of the State becoming payable before and on the 1st day of January, 1871.

The above is precisely the measure recommended by the Governor in his annual message to the Legislature in January last, and will of course receive his approval if passed. It is simply an addition of six-tenths of a mill on the dollar to the present authorized levy for the same purpose, and will provide a sufficient sum to meet the accruing interest, and those portions of the principal of the debt maturing prior to and on the first of January, 1871, amounting to $15,573,474 70, leaving then only $4,000,000 of the debt unpaid. This is $1,856,991 94 less than would have to be paid under the present system.

(From the Dubuque Times.)

Railroads in Iowa.

We have two roads running out of Dubuque, westward, and railroad projects without number. In 1858, we had the Dubuque and Bellevue Railroad scheme; course southerly along the Mississippi to Bellevue, in Jackson county; the Dubuque Western Railroad; course west and south-west to Anamosa, a point upon the Iowa Central Air Line Road; the Dubuque, St. Peters and St. Paul Railroad; course north-westerly to a point near the boundary line between Minnesota and Iowa, thence north to St. Paul, M. T., and westerly to the Great Bend of the St. Peters river in Central Minnesota; and the Dubuque and Turkey Valley Railroad; course northerly to the mouth of Turkey river, thence up the Turkey river.

Of these only the Dubuque and Pacific Railroad, now Dubuque and Sioux City Railroad, and the Dubuque Western, now Dubuque Marion and Western Railroad, are commenced. The former completed to Waterloo, 93 miles, and the latter to Anamosa, 53 miles.

The Dubuque and Bellevue road was once in a flourishing condition and in a fair way to be built, but the crash of 1857 and 1858 put a quietus to it.

The Dubuque, St. Peters and St. Paul road will be superseded by the Cedar Valley road which makes connection with the Dubuque and Sioux City road at Cedar Falls, 100 miles from Dubuque. This road is under contract and in the process of construction. Twenty miles of it is ready for the track in this State, and a large amount of grading done in Minnesota. There is a large and valuable tract of land appropriated to the use of this road in Minnesota, sufficient, if judiciously managed, to complete the road to St. Paul.

The Dubuque and Turkey Valley Railroad project has been revived again with great prospects of success. It is designed to run from Dubuque along the bank of the Mississippi to the mouth of the Turkey river, thence up the valley of the Turkey river to Elkader, in Clayton county, and as far northwest as possible. This will open a thoroughfare to one of the richest regions of Northern Iowa.

Below will be found a statement of the two roads in operation.

DUBUQUE AND SIOUX CITY RAILROAD.

The Dubuque and Pacific Railroad was projected by Platt Smith in the spring 1853. Articles of incorporation were entered into on the 28th of April, signed by the following named incorporators: J. P. Farley, F. V. Goodrich, R. C. Waples, H. W. Sanford, R. B. Mason, James Burt, L. H. Langworthy, G. R. West, Platt Smith, Ben M. Samuels, F. S. Jesup and Ed. Stimson. Of these gentlemen, however, only Farley, Mason, Smith, Jesup and Stimson, continued to take an active interest in the matter. The project was to build "a railroad from some point in the city of Dubuque thence westerly on the best route towards the Pacific Ocean." In the location of the road this policy was adhered to as far west as Waterloo, then a deviation was made from the best route, which would have been up the east side of the Cedar river to the Beaver river, and then along the Beaver valley with a view of increasing the stock subscription and procuring donations to the company, supposed to more than counterbalance the extra expense of a more southerly location.

For the first two years but little was done except to make surveys, and estimates of the cost of construction. In 1855, a contract was let to R. B. Mason & Co., to build the road to the west line of Dubuque county, and the work of construction commenced. By this time the city and county of Dubuque had each subscribed two hundred thousand dollars to the stock of the company, and issued their corporate bonds in payment.

On the 15th of May, 1856, Congress made grant of land to the State of Iowa, for the purpose of aiding in the construction of four roads across the State, from Dubuque and three other points on the Mississippi to Sioux City and three other points on the Missouri.

An extra session of the Legislature of Iowa was called, they passed an act to accept the grant from Congress, and to regrant the lands to the different roads. The Dubuque Western Railroad Company was a competitor for the grant from Dubuque to Sioux City, but the Dubuque and Pacific being, or supposed to be, the more worthy, got it.

The survey was immediately extended to the Missouri river, under the superintendence of the Chief Engineer, B. B. Provost. The land grant is six sections to the mile, making an estimated total of 1,251,040 acres. This addition to the property of the road drew increased attention to it in the East, and a financial plan was concocted similar to that of the Illinois Central Railroad by which money was to be raised to construct the whole road. This plan, however, from various causes has proved abortive. In accordance with that plan the railroad and land grant were mortgaged by the company to four trustees, to secure the payment of $12,000,000 of construction bonds to be issued, or if need be $15,000,000. Of these bonds the company executed the amount of $3,075,000, some of which, however, have been canceled without ever having been issued.

The company built forty miles of road, then offered part of their lands for sale, and with them redeemed a large amount of their bonds. This land sale was in 1859. The bondholders were then induced to purchase more lands at a cash price of $1 40 an acre, in order to raise funds to complete the second forty miles, the contractor to take the greater portion of his pay for grading and bridging in lands at even a lower price. He failed to carry out the contract, but his subcontractors and the trustees of the company took the contract off his hands, and the subcontractors finished the work, not, however, without inconveniencing themselves and their subs to a very great extent, and obliging them to force their lands to sale at ruinously low prices.

The road was thus built to Jesup, eighty miles, and all the lands belonging to one hundred miles sold, except about 29,000 acres. The financial difficulties of 1857, the great sacrifices which the company had to make in order to prosecute the building of the road so as to comply with the terms of the land grant act, and the failure of contractors making it necessary to use the earnings of the road in construction, so embarrassed the company that they had no means of paying the interest coupons on their outstanding bonds. The bondholders pressed a foreclosure and notified the trustees to proceed to foreclose; the company resisted, and for several months matters stood in a precarious and unsettled condition. At the election of directors in June, 1860, Hermann Gelpcke was elected a director; he proposed a compromise foreclosure; after considerable negotiation such a foreclosure was agreed on, and the decree was obtained at the August Term of the District Court, 1860, of Dubuque county, Iowa.

By this foreclosure the road, land grant and other properties of the Dubuque and Pacific Railroad Company passed into the hands of the Dubuque and Sioux City Railroad Company, which company is composed of the bondholders, stockholders and creditors of the former company. The bondholders getting preferred stock in the new company, and the stockholders and creditors getting common stock.

Certificates of preferred stock have already been issued to the amount of $1,391,000, and of common stock to the amount of $922,400. It is estimated that when the remaining liabilities of the Dubuque and Pacific are liquidated, there will be from $250,000 to $350,000 additional preferred

stock, and about the same of common stock. The company will then be without debt, except a portion of what has been incurred for the fifth twenty miles.

The country traversed by the road is principally rolling prairie of the finest quality. Timber is scarce except on the banks of the rivers. But this deficiency in timber is more than made up by the great coal field, which the road enters abont 140 miles from Dubuque, and traverses for forty or fifty miles. There is no country superior for agricultural purposes to the valley of the Cedar and Des Moines, and which are natural feeders to the road. The projected road is 320 miles in length, 93 miles of which are finished.

The following are the officers elected at a recent meeting of the stockholders for the ensuing year for the D. & S. C. R. R.

President—Hermann Gelpcke.

Vice President—Platt Smith.

Directors—R. B. Mason, Chicago; E. F. Bishop, Bridgeport, Con.; H. L. Stout, Ed. Stimson, Platt Smith, Dubuque; Hermann Gelpcke, M. K. Jesup, John Lord, Frederick Schuchardt, New York.

Secretary—James M. McKinlay.

Treasurer—C. H. Booth.

Attorney—Platt Smith.

The following table shows the gross passenger and freight earnings of the Dubuque and Pacific Railroad for the year 1860. During the last four months the affairs of the road were administered by the Dubuque and Sioux City R. R. Co. which has taken the place of the old Company.

	Number. Passengers.	Passenger Earnings.	Freight Earnings.
January	1,068	$1,794 35	$5,010 98
February	1,175	2,066 50	4,301 13
March	1,342	2,880 04	5,331 59
April	1,487	2,854 71	4,229 86
May	1,316	3,000 78	6.114 72
June	1,317	3,009 66	7,387 69
July	1,298	2,398 84	4,303 91
August	1,343	2,817 45	5,397 87
September	2,225	4,791 71	10,263 01
October	2,609	5,563 60	13,018 43
November	1,902	4,177 52	9,189 55
December	1,327	2,136 84	5,436 67
Total	18,400	$37,492 00	$79,985 41

Total for 1860, $117,477 41.

The freight received at the several stations on the Dubuque Western Railroad, and at Dubuque by Dubuque Western Trains in 1860, was:

		Tons.	
Received at	Dubuque	10,978,786	$3,291 46
"	Worthington	351,940	164 80
"	Sand Spring	600,928	306 08
"	Monticello	1,576,124	760 98
"	Langworthy	134,947	68 76
"	Anamosa	4,322,650	1,724 62
Total		17,965,375	$6,316 70

In the above the freight belonging to the Dubuque and Sioux City Railroad only is extended.

The Freight received at the several stations on the Dubuque and Sioux City Railroad for the year ending December 31, 1860, was.

		Tons.	
Received at	Dubuque	35,340,668	$39,913 20
"	Peosta	65,110	38 74
"	Epworth	152,732	125 00
"	Farley	758,732	354 62
"	Dyersville	1,669,329	1,735 07
"	Earlville	1,672,501	2,060 12
"	Delaware	146,800	272 48
"	Manchester	2,605,430	3,414 92
"	Masonville	230,482	311 28
"	Winthrop	296,751	548 70
"	Independence	7,122,703	12,483 14
"	Jesup	5,315,223	11,345 83
Total		55,376,461	$73,603 10

DUBUQUE, MARION AND WESTERN RAILROAD.

The Dubuque Western Railroad, was incorporated in 1855. It leased the Dubuque and Pacific Railroad from Dubuque to Farley, and was completed to Anamosa, in Jones county in March last. 53 miles from Dubuque. It is now being extended to Marion, the County Seat of Linn County, 72 miles from Dubuque, and will be completed to that point in the month of April, 1861. It opens one of the richest and best settled regions of Iowa, and gives the farmers of Jones and Linn counties an outlet for their produce to the Mississippi at Dubuque, from which point they can have a choice of markets, there being two routes to Chicago, one to Racine and Milwaukee, and a third, via Illinois Central Railroad, to St. Louis, Cairo and the South. The present officers of the Company are:

President—Edward Stimson.

Superintendent—A. Hoeppner.

Sec. and Treasurer—Louis Boisot.

A company has recently been incorporated in Benton Co., to construct what is to be called the "Cedar Valley Railroad." Shullsburg in Benton, and Palo in Linn Co., are named as points in the articles of incorporation. On the completion of the Dubuque, Marion and Western Railroad to Marion, the new company will probably be glad to form a connection with it, which will open to Dubuque trade a fine region of country. The following are the officers of the company: President, Hon. S. Douglass; Vice-President, A. Runyon; Secretary, John McCartney; Treasurer, H. D. Gay.

Journal of Railroad Law.

CARRIERS; OBLIGATION AS TO FORWARDING GOODS BY OTHER LINES; LIABILITY OF, AS AGENTS.

The business of transporting goods is not always completed when the goods have been transported and have arrived at their place of destination. The duty is constantly devolving on the carrier, to forward the articles he has transported, to still more distant places of destination. What then is the character which the carrier assumes when he undertakes this duty. Is he still liable for all the mishaps which may arise to them, or is his liability as a common carrier lightened. Manifestly his responsibility is in the character of an agent, merely, and the duties which this character imposes upon him is well considered in the case of Johnson *et al vs.* The New York Central Railroad Company, decided by the Supreme Court of New York.

The action was brought to recover the value of a quantity of tow lost on its passage from Albany to New York by the perils of navigation. The bales and sacks of tow were put into the defendants cars at Little Falls, with directions to forward it from Albany by the People's Line of Steamboats. On the arrival of the train of cars at Albany, that line of steamboats refused to take the frieght, upon the ground that they could not take it without violating an act of Congress. The navigation of the Hudson river was about closing, and the defendants shipped the property by the Eckford line of tow boats, a responsible line and in good reputation, which was the usual mode of conveyance of frieght of this kind.

The Circuit Court gave judgment for the plaintiffs, for the value of the freight with interest, and the defendants appealed. The following is the opinion of the Oneida General Term—the appellate tribunal.

W. F. ALLEN J. It is conceded that the liability of the defendants as carriers ceased with the arrival of the goods at Albany, and that from that time they occupied a different relation and were charged with different duties and responsibilities. The defendants then became merc warehousemen and forwarders, and liable only for a breach of duty growing out of those relations. They were in the situation of one receiving goods to forward, having no concern in the means of transportation, or interest in the freight, and were therefore mere warehousemen and agents of the plaintiffs. It can make no difference in their liability whether they became possessed of the property at Albany, by receiving it from their own cars, or by receiving it by some other channel. It is in their possession for a specific purpose which determines their character, and furnishes the rule of their liability. They were responsible only for ordinary care and skill and diligence. In the absence of specific directions as to the mode or route of conveyance, the duty of the defendants would have been well discharged by forwarding the goods in the accustomed and usual manner, according to the course of trade, by a responsible and reputable individual or association. Forwarders and warehousemen are, however, like other agents bound by the directions of their principles. The directions constitute a part of their authority, and operate as a limit upon it; any unnecessary deviation or departure from the instructions is at the peril of the agent, and renders him liable for any loss resulting from it. He becomes the insurer of the goods of his principal if, without authority or contrary to instruction, he causes them to be shipped or forwarded to their place of destination by a route or means of conveyance of his own choosing. But a deviation from the course marked out by the principal, which is rendered necessary by the circumstaces of the case, which were not foreseen by the principal, is justifyable if the agent exercises the care and skill which the character of his agency calls for. He may, if it becomes impossible to execute his agency, in the prcise manner directed, adopt the ordinary and usual method for accomplishing the same purpose, and if he does so with ordinary care, skill and diligence, he will not be responsible for the consequences, but his acts will be the acts of his principal; unless, indeed the instructions amount in substance to a prohibition of the act in any other than the prescribed method. This would be so especially in cases where the departure from instructions was circumstantial merely, and not substantial, compliance with the orders of the principal, and a deviation from the appropriate course will not vitiate his act if it be immaterial, or circumstantial only, and does not in substance exceed his right and duty.

There is no evidence, and no circumstance from which it can be inferred, that the intention of the plaintiff was that the goods should be sent from Albany to New York only by the "Peoples Line," and that if they could not be forwarded by that line they were to be detained at Albany and not sent forward. It was not so expressed in the direction, and no provision was made by the plaintiff for the goods at Albany, in that contingency. In the margin, or at the foot of the freight way-bill from Little Falls to Albany, not making a part of the way-bill, or the direction of the goods, are the words "via Peoples' Line," designated only as a memorandum by way of a direction to the railroad servants at Albany; and this is the only evidence in the case of any direction being given by the consignors.

The substantial thing to be accomplished was the sending of the goods forward to New York. The particular boat or vessel by which they should be forwarded was merely circumstantial; and if the directions in that respect could not be obeyed, the substantial thing to be done could be accomplished, and it devolved upon the agent in the exercise of ordinary diligence, to see that it was done. And had the defendants omitted to forward the goods in the usual manner, and according to the course of trade, and detained them in their warehouse at Albany, and harm had come to them there, or the plaintiffs had sustained damages by the delay, they would have been liable in damages. The established usage and course of business became the rule of duty binding upon the agent in order to carry out the substantial end and object of the agency, and evidence of this uniform usage was competent, and was controlling in the case.

It became impossible to comply with the directions of the principal, without the fault of the agent; and it was a case, therefore, for a departure from those directions; and within all the cases it is only an *unnecessary* departure that renders an agent liable, or avoids his acts.

The defendants really, as the result of the refusal, in consequence of the inability of the "Peoples' Line" to carry the freight, were in the possession of it as forwarders, without any directions as to the route or means of conveyance; and, therefore, bound to exercise their discretion, and select the best that presented. The Peoples' Line could not take it; but this was not known either to the plaintiffs or defendants at the time the direction was given, and it was as if no direction had been given. It was, as if there had been no Peoples' Line, or their means of transportation had been destroyed between the giving of the directions, and the arrival of the goods at Albany. The direction was given in good faith, but was impossible of execution; and what is the innocent forwarding merchant to do? He has to adopt a course without the aid of the property owners. They have intimated, by their consignment, a desire that the property shall be sent to New York, and the presumption is that the desire is that it shall be forwarded without delay or the expense and risk of intermediate storage. I think the duty was obvious, to carry out as near as might be, the plainly declared intentions of the principal. There was no time to be lost; the boat on which the freight was shipped was the last tow that went down the river, in the fall of 1854. A delay for instructions would have lost the opportunity. The freight by the river was 6 cents per hundred pounds; by railroad the charge would have been 25 cents per hundred pounds. The rule must be the same as to the duties and powers of the agent whether the owner and shipper of the goods resides within fifty or five hundred miles of the forwarding merchant, if he is not in fact present so as to be able to be counseled on the spot. The judgment is reversed and a new trial granted.

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3. Base 12 ft. Slopes	1½ to 1	15. " 24 "		¾ to 1
4. " 14 "	1½ to 1	16. " 25 "		1 to 1
5. " 15 "	¾ to 1	17. " 26 "		1½ to 1
6. " 15 "	1 to 1	18. " 28 "		¾ to 1
7. " 15 "	1½ to 1	19. " 30 "		1 to 1
8. " 16 "	¾ to 1	20. " 30 "		1¼ to 1
9 " 16 "	1 to 1	21. " 30 "		1½ to 1
10. " 18 "	¼ to 1	22. " 32 "		1 to 1
11. " 18 "	¾ to 1	23. " 32 "		1¼ to 1
12. " 18 "	1 to 1	24. " 32 "		1½ to 1

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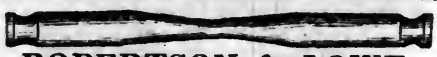
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 23, 1861.

Macon and Brunswick Railroad.

We have received the second annual report of this company for the fiscal year ending February 1, 1861. At the date of the previous report, the line had been located, and the grading, bridging and superstructure had been put under contract upon the northern division, 37½ miles from Macon; and on the southern division, from Hazlehurst's, (a point on the Brunswick and Florida Railroad, eleven miles from Brunswick) to the Atlantic and Gulf Railroad, a distance of 29 miles; and approximate estimates of the cost of construction presented. Since that time, the grading of the Northern division has been finished up continuously from Macon to Shellstone creek, a distance of nearly 29½ miles. The iron for the entire length of the northern division has been purchased upon favorable terms, about two-thirds of it delivered upon the line of the road, and the balance was being discharged at the port of Darien, to be shipped up the river by steamer. The iron had been laid, and a daily train running about 20 miles from Macon. Track-laying was also progressing, with a prospect of its reaching Buzzard Roost, 25 miles, by the 1st of March, and there form the boat connection to Hawkinsville and Savannah. It is thought that considerable through business will be secured by this route between Macon and Savannah. The remaining portion of the northern division, and the recently located Hawkinsville branch, all of which is under contract to responsible parties, will be completed during the coming summer. The entire southern division, except two miles of very light work, was also graded ready for the track. The total expenditures under the supervision of the Engineer's department, to the date of the report was:

Grading—Northern division	$93,608 84
" Southern "	48,568 39
Bridge masonry	6,490 00
Superstructure exclusive of iron	28,566 00
Bridging and trestle	19,403 48
Water stations	194 19
Engineering department	12,483 58
Rolling stock	11,000 00
Total	$220,314 48

The present estimated value of the grading, masonry, bridging and track-laying on the northern division is $191,009 65—of which, work to the amount of $129,402 32 has been done, leaving to be done $61,607 33. Upon the southern division the value of work done is $49,149; to be done, $21,863—total estimated value $71,012 39. The estimated value of work to be done upon the Hawkinsville branch is $74,850. The amount of stock embraced in the contract upon the northern division is $50,780; upon the southern division, $20,955; upon the Hawkinsville branch, $24,950. The difference between the original estimates and the contract prices is—upon the northern division, $13,538 35; and upon the southern division, $12,520 61.

The total estimate of the northern division, ready for the rolling stock now stands, at $403,584 65 against $420,172 last year—a decrease of $16,587 35. To this should be added for right of way, $5,988 45; and for equipment $15,750—making the total cost $425,323 10. To the estimated cost of the Hawkinsville branch, ($74,850,) should be added for engineering, etc., $7,485; for superstructure (10½ miles, embracing side tracks) $57,500; and for buildings and fixtures $2,000—making a total of $141,835. The total estimated cost of the road from Macon to Hawkinsville is, therefore, $567,158 10. The following is a recapitulation:

Total cost of Northern division	$425,323 10
Total estimate of Hawkinsville branch	141,835 00
" Middle division	1,084,800 00
" Southern "	231,640 00
Buildings and fixtures	49,000 00
Furniture	341,100 00
Five miles of side track	50,000 00
Total estimated cost of road and branch	$2,323,698 10

The total amount of stock subscribed and interest collected thereon is $711,200—including the stock taken in contracts. The total amount expended thus far, on account of grading 57 miles, purchase of iron for 37 miles, materials, rolling stock, bridging, masonry, laying down superstructure, etc., $318,000 17—leaving a balance of $397,200 83 yet to be expended. The stock subscribed in the counties of Appling, Telfair and Montgomery is not included in the above, its use being deferred till the work reaches these counties. The subscription of $121,675 by the people of Hawkinsville is conditional upon the construction of the branch to that point. This subscription is paid in stock notes, which they propose to turn over and merge into the capital stock of the company. The contractors for the grading, masonry and bridging take one-third in the stock of the company, and the balance in the stock notes so turned over, in payment, which, it is thought, will leave a sufficient sum to buy the iron. If the amount can be raised on said notes, the iron will be bought and laid down on the whole line continuously from Macon to Hawkinsville, a distance of 47½ miles, in time for the shipment of the next cotton crop.

The company have no bonded or mortgage debt; and it is the settled policy of the present direction to have none, until by so doing they can raise a sum sufficient to finish the work, based upon the part of the road completed and paid for. The floating debt amounts to $88,700, being chiefly the balance due on the purchase of iron and rolling stock, and which the company has ample assets to meet when due, but upon which, under the present pressure in the money market, they find it difficult to realize at once. The assets consist of—

Bills receivable	$192,280 10
Bonds of Macon	140,000 00
" Brunswick	25,000 00
Subscription of contractors	24,500 00
Cash, balance on hand	4,447 43
	$886,227 53

The equipment of the road consists of one locomotive; one baggage, one house and four platform cars—valued at $10,700.

The financial condition of the company at the date of the report is thus stated:

Capital stock		$712,150 00
Paid for engineering, construction, iron, equipment, etc.	$325,922 47	
Assets as above	386,227 53	
		$712,150 00

The office of the Company is at Macon, Ga. The officers and directors are:

President—A. E. COCHRAN.

Directors—B. F. Ross, T. R. Bloom, H. Bunn, L. N. Whittle, Geo. Walker, James T. Blain.

Secretary and Treasurer—ARTHUR DICKINSON.

Chief Engineer—A. N. ROGERS.

Tomlinson's Improved Truss for Suspension Bridges.

A great objection to the use of Suspension Bridges for railway traffic is the difficulty of adjusting the ordinary truss to the contraction and expansion of the cables. To obviate this difficulty, Mr. Tomlinson, a well known bridge builder, proposes to construct chords of the trusses of different materials, and so combined that their differential construction should act upon the truss, increasing or diminishing its camber, so that it shall always be in proper relations to the cables—in other words always rigid, allowing the passage of trains at high rates of speed. Below we give a detailed description of the improvement.

In a suspension bridge of from 400 to 500 feet span, as ordinarily constructed, the platform at the middle of the bridge is raised from 18 to 24 inches by the contraction of the cables, occasioned by a low temperature—say 130 degrees below that at which the cables allow the platform to be horizontal or level. Under such conditions, the more rigid the ordinary trusses, the greater the danger of a dislocation of their parts, or actual fracture; hence the difficulty of using trusses of sufficient strength to effectively distribute a load along the bridge. For this reason eminent engineers have condemned suspension bridges for railway traffic.

My improvement consists in the employment of different materials in the top and bottom chords, so that their expansion or contraction from changes of temperature shall be different, and so combined that such changes will produce a curve or camber in the trusses exactly equal to the changes effected in the deflection of the cables from the same cause. The expansion of bar iron, for instance, under a given increase of temperature, is about three times as great as that of pine. A truss, therefore, with a top chord of pine and a bottom chord of wrought iron, will vary its curvature according to temperature; and if supported at the ends only, its curve or camber will be increased or diminished in proportion to the diminished or increased temperature to which it may be subjected—the exact proportion of the rise or fall being determined by the length of the truss, and the distance apart of the top and bottom chords.

A truss being divided into panels, the relative lengths of the tops and bottoms of these panels control its curvature; and if the bottom chord becomes shorter than the top chord, the radius of the curve becomes less, and the versed sine or camber greater. By varying the height of the trusses, or the distance between the chords, any required amount of camber may be obtained from the differential contraction of the materials of which the top and bottom chords are composed. The greater the distance between the chords, the less the camber given to the truss, and *vice versa*.

With my improved truss, variations of temperature will not affect the relative position or bearing of any portion of the trusses or the cables. The two systems disconnected, will rise or fall equally with the changes or variations in the length of their respective parts; and when connected, they will rise and fall through the whole range of their deflections, without any change being made in the proportion of the strain carried by each member of the structure—the two systems, trusses and cables, being in perfect adjustment under all conditions of temperature.

The degree of change, by temperature, in the elevation or depression of the cables of a suspension bridge, depends upon the degree of their curvature—the greater the curvature the less the change. With the same distance between the towers, therefore, by increasing or decreasing the versed sine of the catenary, the absolute rise and fall in the centre, due to temperature, may be made to suit the requirements of the situation or the arrangement of the truss.

It is, therefore, perfectly practicable so to proportion the trusses and the cables that, under all variations of temperature, they will be in as perfect adjustment as any other description of suspension bridge when in its normal position.

The following calculations show the effect of temperature on my improved suspension bridge, of 1,000 feet span, between the centre of the towers. The deflection in the cable at the highest assumed temperature is 90 feet, and its total length, including backstays, 1,600 feet. The length of the cables between the centre of the towers will be 1021·303 feet. The length of the truss is 950 feet, which is level from end to end. The height 27 feet; the number of panels, 63; and the length of each panel, top and bottom, 15 feet. The towers, of cast iron, are 95 feet high. By a decrease of 150 degrees of temperature, all these dimensions are varied. The contraction of the cables being equal to 1·6467 feet, the length between the towers is now 1019·7 feet. The deflection being reduced to 86·273 feet, the platform is raised at the middle 3·627 feet, and in corresponding proportions along its entire length. From the same cause the truss has undergone similar changes, the top chord (pine) having contracted altogether ·3233 of a foot, and the bottom chord (wrought-iron) ·9953 of a foot. The length of each top panel is now reduced ·0051 of a foot, whilst the length of each bottom panel is diminished 0·157 of a foot, the length of the top and bottom of each pannel being now 14·995 and 14·984 feet respectively.

The effect of this is to give a camber or curve upwards, the radius of which is 31105 feet, and the versed sine 3·627 feet, equal to the rise previously shown as taking place in the middle of the platform;—the two systems having been raised, from the nature of their materials, exactly the same distance, and remaining consequently in exactly the same relative positions to each other as when placed in adjustment. The ends of the trusses are slightly raised by the contraction of the cables. The contraction of the long suspenders would be about the same as that of the cast iron towers, and, in practice, all these changes have to be taken into consideration.

The durability of the most important parts of the improved trusses over other kinds is also a great advantage. The floor girts, bottom chords, lateral bracing, the diagonal braces in each panel, and all the essential parts, are of wrought iron. The longitudinal timbers that support the ties and rails can, at any time, be renewed without difficulty, as they will be fastened only to the friction plates which rest upon the girder to allow of the free expansion and contraction of the whole of the wrought-iron. The top chords can be so protected as to be prevented from decay; when, however, they may need renewal, there will be no difficulty in doing it, without stopping the traffic over the bridge, as they can be relieved of all strain on a part of their length at a time by screwing up the suspenders, thus raising the part of the truss needing renewal.

The trusses also admit of economical construction, because of the similarity of the parts of the chords, braces, etc., throughout.

By the open nature of the framing of the trusses, the wind will have no injurious effect, and a great amount of strength can be given by the top and bottom lateral bracing, all the chords being so constructed that they admit of either compressive or tensile strains; also the additional lateral stiffness given to the whole by the inclination of the cables, as well as the introduction of lateral braces to the cables themselves; the ends of the trusses, being also secured against motion sideways, would render all lateral guys and understays wholly unnecessary.

The cables and trusses, when once correctly adjusted, will, through all variations of temperature, act harmoniously, neither having any tendency to produce any undue strain between the different parts of the whole structure.

Richmond and Danville Railroad.

This road is 140½ miles in length, extending from Richmond, Va., to the North Carolina State line. Its earnings for the fiscal year ending September 30, 1860, were:

From passengers		$152,589 93
" freight		884,472 72
" mail and express		23,841 78
		$560,904 43

The expenses for same time were:

Salaries and office expe'es.	$14,215 44	
Maintenance of road	113,281 52	
" motive pow'r.	47,893 28	
" cars	20,633 46	
Train expenses	11,778 53	
Station expenses	56,030 75	
All other ordinary expens's	14,742 98	
Relaying track	40,761 92	
New buildings, culverts, turntables, tools, etc., etc.	23,307 72	
Telegraph line	4,318 86	
Increase of rolling stock	19,994 59	
Excess of inventory over previous year	19,783 77	
Total expenses	$386,742 82	
Deduct extraordinary expenses	108,166 86	
		278,575 96
Net earnings		$282,328 47

—being 50.33 per cent. of the gross receipts, or a fraction over 14 per cent. on the capital stock of the company. The gross receipts were $6,701 87 in excess of those of the previous year. The number of passengers carried was 81,330—of which 58,104 were way, and 23,226 through passengers. The total mileage of local passengers was 2,777,100; of through passengers 1,266,577—total of both, 4,043,677.

The resources of the company at the close of the last fiscal year were as follows:

Due on subscriptions to capital stock	$18,802 50
Cash on hand and debts due the comp'y.	80,137 34
English insurance due on iron lost	16,807 81
	$115,747 65
Less debts due by the company	73,607 88
	$42,139 77

The equipment of the road consists of 23 locomotives; 11 first class and 6 second class passenger cars, 3 smoking cars, 10 mail and baggage cars, and 418 cars for freight, etc.

The number of miles run by passenger trains was 96,458; by freight trains, 128,556; by coal

trains, 10,065; by gravel and material trains 23,750—total miles run, 257,829.

The number of tons of freight and coal carried in the cars was 136,698; the number carried one mile, 8,686,544.

The following is a statement of the receipts, disbursements and liabilities of this company from the date of its organization, November 20, 1847, to September 30, 1860, the date of its last annual report:

RECEIPTS.

Capital stock:—		
Subscribed by individuals		$ 490,000 00
" city of Richmond		250,000 00
" town of Danville		10,000 00
" Co. of Pittsylvania		30,000 00
" " Henry		20,000 00
" State of Virginia		1,200,000 00
		$2,000,000 00
Due by individuals	$7,401 00	
" State of Virginia	11,401 50	
		18,802 50
Paid by individuals	$482,599 00	
" counties, etc	310,000 00	
" State of Va	1,188,598 50	
		1,981,197 50
Received from guarantied bonds, due 1875		200,000 00
State of Virginia loan for 34 years.		600,000 00
Mortgage bonds due August 1, 1859	$250,000 00	
Less discount on same	41,045 46	
		208,954 54
Registered bonds, due November 1, 1860	150,000 00	
Less discount on same	29,232 00	
		120,768 00
Rents, sales of materials, etc		27,292 93
English insurance on iron lost		8,837 10
Extended bonds		2,300 00
Transportation and connections		3,530,696 78
Due on open accounts	$20,031 88	
Bills payable	53,576 00	
		73,607 88
		$6,753,654 73

DISBURSEMENTS.

Cost of road and property per last report	$3,659,668 28
Expended this year for same	66,369 06
Interest paid	450,461 08
Redemption fund on $600,000	38,908 65
Discount on county bonds	6,200 00
Dividend 4 per ct. due Dec. 1, 1859.	79,207 94
Payments and connections per last report	1,667,393 68
Payments this year for same	432,241 81
Telegraph line	2,976 25
Western extension survey	4,714 91
Western and North Carolina survey.	1,675 12
Casualties	1,500 61
Bonds redeem'd Aug. and Nov. 1859.	262,200 00
Debts due the company	$22,459 95
Cash	57,677 39
	80,137 34
	$6,753,654 73

During the year 9½ miles of heavy rail was substituted for the flat bar, making 92¾ miles of heavy rail track on the main line of the road, and leaving 47¾ miles of flat bar track—most of which is between the Junction and Staunton river. Since the close of the year, 2½ miles more have been laid—leaving but 8¾ miles of flat bar track between Richmond and the Junction. The company have now on hand about $9,000 worth of flat bar rail, which they propose to sell to assist in defraying the expenses of the new iron. In reference to the indebtedness of the company, the report says:

Since the last annual report, of the $1,000 remaining unpaid, because uncalled for, of the debt of $250,000 due 1st August, 1859, $500 has been paid, leaving only $500 of that debt outstanding. Of the debt of $150,000 due the 1st November, 1860, the sum of $149,700 has been paid, leaving only $300 outstanding of the original debt. But the directors have been compelled to issue new bonds of the company to the amount of $65,400, payable at various periods from May, 1861, to November, 1863, which will be promptly met by the accruing revenues of the company.

In order to give the stockholders a full exhibit of the funded debts of the company, it may be proper to state that those debts consisted of $400,000 due to private bondholders, of $600,000 due to the State of Virginia, and of $200,000 guaranteed by the State, making a total debt of $1,200,000. Of the $400,000 due to private bondholders, the whole amount has been paid except the $800 above referred to, and the new issue of $65,400. Of the debt due to the State 7 per cent. thereon has been annually paid, which will, in thirty-four years from the date, discharge both principal and interest. These are the terms upon which the loan was contracted, and no further provision for its payment will ever become necessary. This debt is, in fact, rather an annual charge upon the resources of the company of $42,000 per annum than a permanent funded debt, inasmuch as the 7 per cent. has been paid for eight years, or about one-fourth of the time, which is equivalent to a discharge of one-fourth of the debt. The guaranteed debt of $200,000 will not fall due until 1875, and cannot be demanded until that time. The company having punctually paid the interest on that debt, and continuing to do so, need make no further provision for it. So that the sum of $66,200 referred to as due to private bondholders, and the regular payment of $42,000 towards the extinction of the debt of $600,000, with the annual interest upon the $200,000, is all the charge upon the revennes of the company growing out of its indebtedness prior to the year 1875.

A second wire has been placed upon the poles of the telegraph line from Richmond to the Junction, and since the close of the year the line has been extended to the Western terminus of the road. The entire cost to the company of this line from Richmond to Danville amounts to $7,402 96. In reference to the branch roads and extensions, the report says:

The surveys of the State line to meet the North Carolina Coalfield Road, and of the Western extension, as it is called, of the Danville Railroad, have been made; and the engineer is now locating the common stem of the two roads, in order that it may be ready whenever the money is raised to build these two lines. The committee appointed under a resolution of the last meeting by the chairman thereof, "to memorialize the General Assembly of Virginia to increase the capital stock of the Richmond and Danville Railroad Company, a sufficient sum to enable that company to connect with the North Carolina Dan River Coalfield Road at the Virginia and North Carolina line," discharged the duties devolved upon them by that resolution, and an act was passed by the General Assembly in accordance with the request in the memorial.

Upon the line of the Coalfield Railroad, subscriptions have been raised to such an amount as to encourage the hope that this company will soon be ready to fulfill their obligations; and as soon as they shall have exhibited their ability to do so, the Directors of this company will use the most prompt and energetic measures to hasten the joint completion of the work in which this company is so deeply interested.

The Legislature of Virginia, at its last annual session, appropriated $350,000, being three-fifths of the sum of $583,333⅓ which was voted to build the Western extension; and active measures have been taken to procure the full amount of private subscription, and have been so far successful that the directors may safely congratulate the company on the speedy commencement of this valuable feeder to their road.

President—LEWIS E. HARVIE.
Directors on the part of the State of Virginia—J. B. Stovall, Vincent Witcher, E. G. Lehigh.
Directors on the part of the Stockholders—R. O. Haskins, Wm. Palmer.
Superintendent—CHAS. G. TALCOTT.
Sec. and Auditor—THOS. W. BROCKENBROUGH
Treasurer—JOHN S. VAUGHAN.

Journal of Railroad Law.

RAILROAD EMPLOYEES; DUTIES AND OBLIGATIONS OF DAY LABORERS AFTER WORKING HOURS: LIABILITY OF COMPANY.

The case of *Chapman vs. The New York Central Railroad Company*, involved the consideration of the duty which a day laborer employed by a foreman of the company, to construct and repair the fences along the line of road, and if at any time after he had performed his day's labor he saw anything amiss, he should without being specially required to do so, give it all necessary attention; and the liability of the company in case he failed to perform this part of the agreement. We reported an English decision bearing upon the question of the company's obligation on a similar case in this Journal Dec. 29, 1860.

This action was brought to recover the value of a span of horses belonging to the plaintiff, which were killed by a locomotive, on the defendant's road. The horses escaped from the pasture of the plaintiff, adjoining the railroad in the town of Palmyra, and came upon the track through a bar-way in the defendants' fence; while the bars were down and while upon the track, they were struck by a locomotive running on the road and killed.

The bars were taken and left down by one Ryan, who was at the time, and had been for more than a year previous, in the employment of the defendants as a day laborer, continuously, at a fixed rate of wages, per day, of about twelve hours, payable once a month, up to the first day of the month. It was understood between him and the defendants, that in virtue of that employment the defendants were at liberty, after the expiration of his regular hours for labor for any day, to require his services in case of any accident, or the occurrence of anything endangering the running of the road, when he was to be allowed for extra time, and paid accordingly; and further if that at any time after he had performed his day's labor he saw anything amiss, he should without specially being required to do so, give all necessary attention to it.

The case was tried before a referee who found as a conclusion of law, that it was the duty of Ryan as the servant of the defendants, which he thereby became for the purpose, to replace the bars, and his omission to do so was negligence of the defendants, for which, and the killing of the horses in consequence of it, they were liable on this action, that the plaintiff was entitled to recover of the defendants as the damages sustained by him in the premises, the sum of $310 and interest; for which he ordered judgment in the plaintiff's favor, and the defendants appealed.

The following is the opinion of the Monroe General Term of the New York Supreme Court, to which the case was carried.

E. D. SMITH J. The plaintiff in this case has lost his span of horses without any negligence or fault on his part, but through the negligence of

the witness Ryan, a servant or laborer in the employment of the defendants. Ryan was a day laborer, employed upon the track of the defendants' railroad, and in building and repairing fences under a foreman having the charge or oversight of a particular section of the road. Each foreman employed his own hands, and they were paid at a fixed rate of wages per day, monthly. The referee finds as a matter of fact that it was understood between Ryan and the defendants, that in virtue of his employment the defendants were at liberty, at the expiration of his regular hours for labor, to require his services in case of any accident or the occurrence of anything endangering the running of the road when he was to be allowed for extra time, and paid accordingly; and further, that if at any time after *he saw anything amiss, he should, without being specially required to do so, give all necessary attention to it.* Upon this finding on the facts, the conclusion of the referee in respect to the law, that "it was the duty of Ryan, as the servant of the defendants, to replace the bars in the defendant's fence," the taking and leaving down of which was the cause of the escape of the plaintiff's horses from his lot and of their loss, "and that his omission to do so was the negligence of the defendants, for which, and the killing of the horses in consequence of it, they are liable," is clearly legitimate and proper.

As an original question I should have found some difficulty in coming to the same conclusion upon the facts, with the referee, upon the evidence. It seems to me that the duty of Ryan was one of imperfect obligation than a fixed certain duty, arising from his contract of employment. But the witness swears unqualifiedly that his day's work commenced at 7 A. M., and ended at 6¼ P. M.; and he further says, "and if I saw anything amiss, after that, I had to do it." It was certainly amiss for him not to put up the bars in question, which he took out and left out himself. He also said, "It was part of my business, when I saw a fence down, to put it up; and in case a bar was broken to put in another one." Upon this and the other evidence in the case we cannot say, I think, that the referee was not warranted in finding on the facts as he has done; or, at least, I do not think we are at liberty to reverse this judgment on the ground that the finding is entirely without, or against evidence, even though we might have come to a different conclusion on the facts.

I am not sure that this judgment is not sustainable on the ground that the defendants employed, and kept and continued this man Ryan in their employment under the circumstances of the case; the foreman in particular, under whom he worked, being well acquainted with the fact that he was addicted to habits of intoxication. With such habits he was put and kept in a position on the defendants' road which enabled him to commit the gross act of negligence in question. As the defendants have thereby caused the loss of the plaintiff's horses, I am not clear that this judgment cannot be sustained on this express ground. At least it is quite apparent that they ought to suffer the consequences resulting from the negligence of their servants, rather than the plaintiff, who is without fault; and in this view of the equities of the parties, I can hardly think it our duty to interfere with this judgment. The judgment should, therefore, be affirmed.

Important Decisions in the Suits against the La Crosse and Milwaukee Railroad Company.

A Correspondent of the New York *Times*, under date, "Milwaukee, March 15, 1861," gives the following synopsis of the decisions of Judge Miller in the United States District Court in Wisconsin, in the cases of Bronson, Soulter and Knapp, Trustees, against the La Crosse Railroad Company, and Bronson and Soulter, Trustees, against the same:

The first is known as the Land Grant case, being a suit to foreclose the Land Grant mortgage. This mortgage covered the Western Division of the Lacrosse Railroad, from Portage City to La Crosse, and the lands granted by Congress to aid in the construction of a railroad from Madison to Portage City and the St. Croix River or Lake. It was in evidence that some one million nine hundred and ninety-one thousand dollars of the bonds, from No. 1 to 1,991, were issued under this mortgage prior to Oct. 1, 1857, when the La Crosse Railroad Company leased its road to Selah Chamberlain, and confessed a judgment in his favor for a large sum. That a further issue of five hundred and nine thousand dollars of the bonds was subsequently made, prior to January 28, 1858, being together what is known as the first two and a-half million issue of Land Grant bonds. On the 28th of January, 1858, a supplemental deed of trust or mortgage was made, changing the remedy for default and limiting the issue thereunder to one and a-half millions, or four millions in all.

About the date of the lease and judgment in favor of Chamberlain, a second mortgage was made upon the road from Portage City to La Crosse, to one Helfenstein, under which some three hundred and sixty thousand dollars in bonds were issued.

It was in evidence that the Bonds had become depreciated at the time of the issue of the $509,000 Land Grant Bonds, and that the second issue of the same bonds to the amount of $1,500,000 was distributed among the Directors, at Albany, or their friends, realizing to the Company only thirty cents on the dollar. No evidence was exhibited as to what the Helfenstein Bonds sold for, or were worth.

The holders of the first issue of Land Grants, $2,500,000, defended against the subsequent issue, claiming a priority, and showing that they had paid eighty cents on the dollar, for their bonds. Upon this state of facts shown, the Judge decides that the first two millions and a-half shall have the preference in the following proportion, viz: The nineteen hundred and ninety-one thousand *at par*, and the five hundred and nine thousand at *forty per cent.* of their par value. He then allows the Helfenstein Bonds to come in at *forty per cent.*, and then, last of all the one and a-half millions of Land Grant Bonds, numbered above 2,500 to come in at *forty per cent.* This decision practically destroys the value of all these bonds, except the first two and a-half millions, as the value of the road and lands (none of the latter having yet been obtained from the United States) will hardly meet the amount of the principal and interest due on this class.

The second case, Bronson and Soulter, Trustees, against the La Crosse Railroad Company and others, was a suit to foreclose the second mortgage upon the Eastern Division, from Milwaukee to Portage City, for $1,000,000. Answers were made by judgment creditors and stockholders in the Milwaukee and Minnesota Railroad Company—the latter a paper corporation, formed under the third or Barnes mortgage—setting up that the Bonds under this second mortgage were issued for part cash and part stock and other Bonds of the Company, and in fraud of the rights of creditors. It was shown that some $590,000 of the Bonds were paid for, part in cash and part in stock and in other Bonds, and that many were hypothecated some sold for cash, and some paid to the contractor. No evidence was in the case that any creditor was hindered or defrauded by the mortgage, or that any such intention existed. It was shown by the complainants that the laws of the State authorized the issue and sale of the Bonds at *any rate of interest*, and at *any price* which might be agreed upon between the Company and the purchasers. The Judge decided that, as the Bonds were issued at a time when all securities were depressed, (September 1857,) and sold at low rates, he should allow only *fifty per cent.*, without distinction or discrimination. He denied to these securities the character of negotiating to the extent heretofore claimed, and which has been conceded to them and confirmed by numerous decisions of the Supreme Court of the United States. It is understood here that the second case, if not the land grant case, will be taken to the Supreme Court, as this decision affects the value of hundreds of millions of like securities which have heretofore circulated, unchallenged, in all the money markets of the world.

The Judge and our State Legislature seem to act in concert—while one strikes at the value of railroad bonds, the other has just passed the famous—(ought we not rather to say *in* famous)—Farm Mortgage Law, of which I inclose a synopsis. This law, if sustained by the State Courts, most effectually prevents the collection of the farm mortgages issued by our farmers in aid of railroads. Of these securities, some *three or four millions* are held in the Eastern States.

Railroad Earnings.

The earnings of the New York and Erie Railroad for the month of February, were as follows:

February, 1861	$391,100 97
February, 1860	303,279 16
Increase	$87,821 81

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of February, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$107,680 29	$102,795 91
" " merch'dise	30,602 20	42,807 88
" " travel, etc.	22,255 97	26,237 68
Total	$160,538 46	$171,841 47
Transportation, roadway, dumpage, renewal fund, and all charges	90,357 70	113,302 25
Net profit for the m'th,	$70,180 76	$58,539 22
Profit for the previous month	186,839 83	162,490 58
Total profit for 3 mos.	$257,020 59	$221,029 80

The receipts of the Grand Trunk Railway of Canada for the week ending March 9,

were	$69,227 18
Week ending March 10, 1860	64,186 77
Increase in 1861	$5,040 41
Total traffic from July 1st, 1860	$2,326,181 00
Corresponding period previous year	1,898,475 43
Increase	$427,705 57

The earnings of the Macon and Western Road for February were:

From passengers	$7,460 09
" freight	25,510 11
" mails, etc.	782 60
Total	$33,722 80
1860	33,895 48
Decrease	$172 68

Current Prices of Metals.

(Furnished to *Herapath's Railway Journal*, by Messrs. Trueman & Fry, Metal Brokers of London and Liverpool.)

London, March 1, 1861.

IRON.	£	s.	d.		£	s.	d.
Railway bars, f.o.b. Wales..per ton.	5	10	0	to	5	15	0
Do. Tyne or Tees..... " .	5	5	0	"	5	15	0
Do. chairs, Wales or Clyde " .	3	15	0	"	4	0	0
Do. fish plates, Wales ..... " .	7	0	0	"	7	10	0
Pig, No. 1, Wales..... " .	2	15	0	"	3	5	0
Pig, No. 1, Clyde ..... " .	2	9	0	"	2	12	0
Pig, M. Nos. ..... " .	2	8	6	"	2	11	0
British bar, London..... " .	6	5	0	"	6	7	6
Nail rods, London ..... " .	6	17	6	"	0	0	0
Do., Staffordshire, London . " .	7	10	0	"	8	0	0
Bars, " " . " .	7	10	0	"	8	10	0
Hoops, London ..... " .	9	0	0	"	9	10	0
Sheets, single, London ..... " .	9	5	0	"	10	5	0
Swedish, London ..... " .	11	10	0	"	11	15	0
COPPER.							
Sheathing, bolts, etc. .....per lb..	0	0	0	"	0	0	11½
Bottoms ..... " .	0	1	0	"	0	1	½
Old..... " .	0	0	9½	"	0	0	10
Tough Cake.....per ton.	102	10	0	"	0	0	0
Tile and ingots ..... " .	102	10	0	"	0	0	0
Best selected ..... " .	105	10	0	"	0	0	0
Burra Burra..... " .	0	0	0	"	101	0	0
South American..... " .	90	0	0	"	91	0	0
Yellow metal..... " .	0	0	9	"	0	0	9½
LEAD—English pig ..... " .	21	5	0	"	21	10	0
Sheet..... " .	22	5	0	"	0	0	0
Patent shot..... " .	25	0	0	"	25	10	0
Spanish pig (soft)..... " .	20	15	0	"	21	0	0
QUICKSILVER..... 75 lbs..	7	0	0	"	0	0	0
STEEL—Swedish in kegs..per ton..	17	10	0	"	0	0	0
Swedish in fagots..... " .	19	0	0	"	19	10	0
English spring..... " .	18	10	0	"	24	0	0
SPELTER..... " .	18	10	0	"	0	0	0
ZINC—Nos. 9 to 18..... " .	25	0	0	"	25	10	0
TIN—English block & ingot " .	128	0	0	"	0	0	0
English bars..... " .	129	0	0	"	0	0	0
Do. refined..... " .	130	0	0	"	0	0	0
Banca ..... " .	130	0	0	"	0	0	0
Straits..... " .	120	0	0	"	121	0	0
TIN PLATES—Charcoal 1c. p. box..	1	9	0	"	1	11	0
Charcoal 1x ..... " .	1	15	0	"	1	17	0
Coke 1c ..... " .	1	3	6	"	1	5	0
Coke 1x ..... " .	1	9	6	"	1	11	0

Philadelphia and Erie Railroad.

An Act to change the name of the Sunbury and Erie Railroad Company, and to facilitate the completion of a railroad from Sunbury to Erie.

Whereas, The Sunbury and Erie Railroad Company have made application to this General Assembly, for the passage of an act to change the name of the said corporation, so that the same shall hereafter be called and known as the Philadelphia and Erie Railroad Company; and whereas the said Company have been unable to dispose of their bonds, for three million five hundred thousand dollars, made by authority of the "act for the sale of the State Canals," approved the 21st of April, 1858, for the purpose of raising money to complete the construction of their railroad, the payment of which said bonds, as well as their bonds for the same amount now in the sinking fund and owned by the Commonwealth, was intended to be secured by the mortgage for seven millions of dollars executed in trust for that purpose, recorded in the office for the recording of deeds for the city and county of Philadelphia, and deposited for safe keeping in the office of the State Treasurer, and by reason of the fact that the said bonds cannot be disposed of, the work on the said railroad has been suspended, and the said Company are unable further to prosecute the same, or to pay the interest on their said debt to the Commonwealth; and whereas, in case of a foreclosure of the said mortgage and a judicial sale of the said work in its present condition, an incumbrance of $600,000 existing thereon being a lien for work, labor and materials, will take precedence of the claim of the State, and is required by law to be paid prior to and in preference thereof, and will be likely to absorb the entire proceeds of such sale, whereby the said indebtedness to the State represented by the said bonds for $3,500,000 would be wholly lost, and it is important to the public interests that this Legislature should adopt such measures as will prevent the sale and sacrifice of the said work, and secure the ultimate payment of the said debt; and whereas, the completion and equipment of the said railroad are necessary for the purposes last aforesaid, and to that end, and for the purpose of paying and discharging the said lien for $600,000, it is necessary that the said mortgage for $7,000,000 shall be canceled, and that the said Company be authorized to issue other bonds and secure the payment of the same by a first mortgage, and it is expedient that such authority be conferred on said Company upon the terms expressed in the provisions of this act:

Therefore, for the purposes aforesaid, and to secure the completion and equipment of the said railroad, and the ultimate payment of the said debt of $3,500,000 to the State.

Section 1. *Be it enacted* by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met and is hereby enacted by the authority of the same, That the corporate name and title of the Sunbury and Erie Railroad Company be and the same is hereby changed to the Philadelphia and Erie Railroad Company, by which name and title the business of said Company shall hereafter be managed and conducted, with the same effect as if the name thereof had not been changed.

Sec. 2. That the said the Philadelphia and Erie Railroad Company be and it is hereby authorized to execute and issue, under its corporate seal, five thousand bonds not exceeding in amount the aggregate sum of £1,000,000 sterling money of Great Britain, or $5,000,000 lawful money of the United States, any number or all of which may be issued for £200 each, sterling money aforesaid, and any number or all of which for $1,000 each, payable in 20 years from the date thereof, the said bonds shall bear interest at the rate of six per cent. per annum, payable semi-annually, and shall not be subject to taxation; and the said bonds, or the proceeds thereof, shall be used by the said Company for the purpose of completing and equipping the said railroad, and for the payment of debts contracted concerning the same, and of the scrip issued by the said Company under the act of April 13th, 1860; and as security for the payment of the principal and interest of the said bonds the said Company is hereby authorized to execute in trust, under its corporate seal, a mortgage of the whole line of its railroad, finished, unfinished, and to be finished, from Sunbury to the harbor of Erie, and its appurtenances, including all locomotives and cars which may at any time be placed thereon, together with all its real estate, rights, liberties, privileges and franchises, which said mortgage shall be delivered to the trustee or trustees therein named, and recorded in the several counties in which the property therein described, or any part thereof, may be situate; and shall thereupon be and remain the first mortgage on all the property therein described, until fully satisfied, except as to that part of the road of the said Company which extends from Sunbury to Williamsport on which a mortgage for $1,000,000 now exists.

Sec. 3. That the said company be and is hereby authorized to execute under its corporate seal, forty bonds for $100,000 each, payable in forty years from the date thereof, bearing interest at the rate of six per cent. per annum, from and after the first day of January, 1872, and secure the payment of the same by a mortgage to the Commonwealth of all the railroad of the said company finished, unfinished and to be finished, and all the property, rights, privileges and franchises, including locomotives, cars and rolling stock of the said company, which said mortgage shall be subject to the mortgage authorized by the second section of this act, and to the mortgage for $1,000,000 on that part of the said road which extends from Sunbury to Williamsport; and the said company shall deliver the said forty bonds, together with the said mortgage to secure the payment of the same, to the commissioners of the sinking fund, and the said commissioners shall receive the same as collateral security for the payment of the said five per cent. bonds for $3,500,000 now in the sinking fund, and the Treasurer of the Commonwealth shall thereupon cancel and surrender all the bonds belonging to the said company and deposited in his office for safe keeping, under the provisions of the act for the sale of the State Canals,

Sec. 4. That the time for the payment of the principal and interest of the said bonds for $3,500,000, now in the sinking fund, be and the same is hereby extended till the maturity of the bonds for $4,000,000 to be given as collateral security aforesaid, and the payment of the said collateral bonds, with the interest thereon, as the same shall become due and payable, shall be full satisfaction of the said bonds for $3,500,000, and of the conditions thereof; Provided, that the whole amount of principal and interest so to be paid by the said company shall not be less than the debt now owing by the said company to the Commonwealth, with the stipulated interest thereon till the time of payment.

Sec. 5. That on the surrender and cancellation of all the five per centum bonds of the said company made by authority of the "act for the sale of the State Canals," approved the 21st of April, 1858, except those belonging to the State for $3,500,000, and now in the sinking fund, it shall be the duty of the trustees of the mortgage for $7,000,000, executed by the said company to secure the payment of the said bonds, forthwith to enter satisfaction on the record thereof, and the lien of the said mortgage shall thereupon be discharged and forever extinguished.

Sec. 6. That all the bonds authorized by the second section of this act, shall be deposited in the office of the State Treasurer for safe keeping, and shall be delivered to the said campany for issue as hereinafter provided, that is to say, that, when satisfaction is entered on the record of the mortgage mentioned in the fifth section of this act the Governor shall, by his warrant, authorized the State Treasurer to deliver to the said company one thousand of the said bonds, which, or the proceeds of which, shall be appropriated by the company to the purposes mentioned in the second section of this act, and upon notice to the Governor that such appropriation has been made, he shall forthwith appoint a competent person to examine and report, at the expense of the said company, the indebtedness liquidated and work done, and on being satisfied of the faithful application of the said bonds, or the proceeds thereof, the Governor shall then, in the manner aforesaid, authorize the delivery of another thousand of the said bonds to the said company, for the purposes aforesaid; and the remainder thereof, from time to time, and on the same conditions, pari passu with the progress of the said work and the equipment thereof, but before any of the said bonds are delivered to the said company for issue, there shall be endorsed on each of them the words: Issued by authority of an act of Assembly, entitled, "An Act to change the name of the Sunbury and Erie Railroad Company, and to facilitate the completion of a railroad from Sunbury to Erie," over the signature and official seal of the Secretary of the Commonwealth, who is hereby authorized to sign and seal the said certificate as aforesaid; Provided, however, that such endorsement shall not render the Commonwealth liable for the payment of the same in any contingency.

Elisha W. Davis, Speaker of the House of Representatives.

Robert M. Palmer, Speaker of the Senate.

A. G. Curtin, (Governor.)

Approved March 7, 1861.

Old Colony and Fall River Railroad.

The Boston *Post* states that it is now nearly certain that the Old Colony and Fall River Railroad will be extended from Fall River to Newport, R. I., about 18 miles. The General Assembly of Rhode Island granted a charter for the same a year ago; the stockholders in the Old Colony and Fall River Railroad are almost unanimously in favor of the extension. Routes have been surveyed, a company has been formed at Newport to construct the road, and all that remains is to obtain a charter from Massachusetts to authorize the building of a short section within the bounds of that State.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	——	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	——	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	——	.....
28 Feb. '59	30.3	——	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	——	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	——	.....
31 May '60	109.6	——	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	——	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	——	.....
30 Jun. '59	57.0	——	——	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	——	.....	.....	.....	.....	57.0	236,791	76,773	21,006	——	.....
1 Apr. '60	——	——	——	67.2	...	...	.....	Mobile and Great Northern	84,230	——	——	36,646	79,664	——	116,310	——	——	——	——	——	.....
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,353,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	——	.....
29 Feb. '60	88.5	28.4	.....	——	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,709	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	——	——	——	209.5	——	——	——	*North East and South West*	600,000	*	——	650,000	.....	.....	1,030,957	——	——	——	——	——	.....
								ARKANSAS.													
.. .. ..	——	——	——	301.4	——	——	——	Cairo and Fulton	.....	.....	——	.....	.....	.....	.....	——	——	——	——	——	.....
30 Nov. '58	38.5	——	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	——	——	——	——	——	.....
								CALIFORNIA.													
30 Dec. '59	22.5	——	.....	——	...	...	.....	Sacramento Valley	1,571,617	*	——	785,950	729,000	——	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	——	1.9	——	3	4	34	Danbury and Norwalk	335,842	50,873	——	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	——	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	——	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	——	.....
31 Aug. '59	61.4	10.6	64.6	——	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	——	.....	——	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,033	——	.....
31 Dec. '59	57.0	——	2.3	——	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	8	.....
31 Dec. '59	61.0	——	3.0	——	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	——	960,748	866,000	200,000	.....	61.0	.....	107,837	20,027	——	.....
31 Dec. '59	46.0	9.0	7.0	——	...	...	.....	New Haven and Northampton	1,400,000	——	——	922,500	700,000	——	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	——	5.0	——	7	5	106	New London Northern	1,566,695	*	——	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	——	.....
30 Sep. '60	61.3	1.0	63.8	——	29	72	368	New York and New Haven	5,330,486	*	——	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	.....	.....
30 Nov. '60	66.0	——	8.5	——	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	611,800	45,236	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	——	10.0	——	——	——	——	Delaware	1,547,825	*	——	361,478	931,500	112,029	1,547,825	84.0	.....	——	75,672	——	.....
31 Oct. '59	16.2	——	.....	——	——	——	——	Newcastle and Frenchtown	723,551	——	——	744,520	——	4,641	749,171	5.0	.....	21,195	——	6	.....
								FLORIDA.													
.. .. '59	154.2	——	.....	——	...	...	.....	*Florida*	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	——	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	——	.....
30 Jun. '59	31.3	——	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	——	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	——	.....
.. .. '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	——	.....	.....	.....	.....	29.4	.....	.....	.....	——	.....
								GEORGIA.													
30 Jun. '60	86.7	——	.....	——	16	7	124	Atlanta and West Point	1,192,389	*	——	1,250,000	126,000	——	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	——	.....	133.5	——	——	——	Atlantic and Gulf—M. Trunk	.....	.....	——	.....	.....	.....	.....	30.0	.....	.....	.....	——	.....
31 Dec. '57	53.0	——	.....	——	...	...	.....	Augusta and Savannah	1,032,200	*	——	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	——	.....
30 Apr. '59	43.5	——	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	——	151,887	.....	.....	.....	31.0	.....	.....	.....	——	.....
30 Nov. '60	191.0	——	.....	——	53	62	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	——	——	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	——	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	——	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	——	.....	——	19	16	171	Macon and Western	1,500,000	*	——	1,500,000	——	12,295	1,658,976	102.5	226,241	404,618	212,676	19	93
31 July '59	50.0	——	.....	——	7	2	107	Muscogee	774,244	162,534	——	669,950	249,000	——	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	——	.....	——	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	——	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	——	.....
31 July '60	108.1	100.8	16.2	——	18	22	201	South Western	3,770,425	*	——	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	——	.....	——	52	24	705	Western and Atlantic	5,901,497	*	——	built and	own'd by	State.	——	138.0	.....	832,343	454,541	——	.....
								ILLINOIS.													
.. .. ..	220.0	——	.....	——	...	...	.....	Chicago, Alton and St. Louis	10,000,000	——	——	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	——	.....
30 Apr. '60	138.0	——	26.0	——	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	.....	72
31 Dec. '58	45.0	——	.....	——	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	——	.....
1 Apr. '60	194.0	——	.....	——	...	...	.....	Chicago and Northwestern	9,344,863	——	——	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	884,656	139,822	——	.....
30 Jun. '60	181.8	——	.....	——	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	——	7,473,049	228.4	.....	1,098,934	309,567	3½	57½
10 Nov. '58	33.2	——	.....	——	...	...	.....	Fox River Valley	580,000	*	——	.....	580,000	.....	.....	84.0	.....	.....	.....	——	.....
31 Dec. '58	121.0	133.5	73.6	——	66	63	1,389	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	71
.. .. '57	175.0	——	.....	——	...	...	.....	Great Western	5,022,926	*	——	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	——	.....
31 Dec. '60	454.8	252.5	.....	——	113	96	2,305	*Illinois Central*	27,196,391	*	——	15,664,980	15,672,240	——	33,221,720	708.3	.....	2,721,591	850,630	——	80½
.. .. ..	——	——	——	81.5	——	——	——	Illinois River	.....	.....	——	.....	.....	.....	.....	——	——	——	——	——	.....
.. .. ..	148.0	——	.....	——	...	...	.....	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	——	.....
.. .. ..	46.6	——	.....	——	...	...	.....	Peoria and Bureau Valley	.....	.....	——	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	——	.....
.. .. ..	——	——	——	129.0	——	——	——	Peoria and Hannibal	.....	.....	——	.....	.....	.....	.....	——	——	——	——	——	.....
.. .. '58	186.0	——	.....	——	...	...	.....	Peoria and Oquawka	5,400,000	*	——	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	——	.....
31 Dec. '58	100.0	——	.....	——	...	...	.....	Quincy and Chicago	1,978,555	*	——	800,000	1,200,000	——	2,000,000	100.0	oper.by	Bur. &	Quincy.	——	.....
.. .. ..	1.0	——	.....	——	...	...	.....	Rock Island Bridge	.....	.....	——	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	——	.....
31 Dec. '58	168.5	39.8	12.2	——	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	——	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	——	.....
								INDIANA.													
.. .. ..	108.0	——	.....	——	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	——	.....
.. .. ..	29.0	——	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	——	.....
31 Aug. '57	109.0	——	.....	——	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	61,772	2,283,748	109.0	.....	249,867	119,432	——	.....
1 Jan. '58	72.4	——	.....	——	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,199	132,094	6	58
31 Dec. '58	89.8	20.2	.....	——	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	——	.....	——	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	——	.....
31 Aug. '57	78.0	——	.....	——	...	...	.....	Jeffersonville	1,839,576	*	——	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	——	.....
.. .. '59	64.0	——	.....	——	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	——	.....
.. .. '58	86.0	49.0	.....	——	...	...	.....	Madison and Indianapolis	2,984,516	*	——	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	——	.....
.. .. '58	288.0	——	.....	——	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	——	.....
.. .. '58	74.0	——	.....	——	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	——	.....
30 Nov. '60	73.0	——	.....	——	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jun. '58	75.5	——	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	——	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	——	.....
31 Dec. '59	86.0	——	.....	——	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	——	.....
31 May, '58	60.1	——	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	——	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	——	.....
.. .. ..	——	——	——	438.0	——	——	——	Iowa Central Air Line	.....	.....	——	245,000	755,000	.....	.....	——	——	——	——	——	.....
1 Jun. '58	38.5	——	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	——	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	——	.....
1 Jun. '59	11.2	——	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	——	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	——	.....
.. .. '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	——	.....	.....	.....	.....	107.6	.....	.....	.....	——	.....
								KENTUCKY.													
31 Oct. '59	80.0	——	.....	——	...	...	.....	Covington and Lexington	3,743,971	276,024	——	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	——	86
30 Jun. '57	20.0	——	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	——	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	——	.....
.. .. '58	13.0	——	.....	22.0	——	——	——	Lexington and Danville	765,500	——	——	694,444	71,000	——	.....	13.0	oper.by	Cov. &	Lex.	——	.....
30 Jun. '60	29.0	——	.....	—}	12	10	165	{Lexington and Frankfort	590,401	52,300	——	514,409	130,000	——	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	——	.....	—}				{Louisville and Frankfort	1,376,369	126,736	6,540	741,069	456,519	——	1,662,740	65.0	.....	270,053	124,869	——	66
1 Oct. '60	185.0	84.0	16.9	——	30	20	455	Louisville and Nashville	8,530,718	*	——	5,538,481	3,255,500	661,269	9,455,250	269.0	613,808	716,478	371,122	——	.....
.. .. '59	18.8	——	.....	70.2	——	——	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	——	.....
								LOUISIANA.													
.. .. ..	22.0	——	.....	——	...	...	.....	Clinton and Port Hudson	750,666	*	——	.....	.....	.....	.....	22.0	.....	.....	.....	——	.....
.. .. ..	27.0	——	.....	——	...	...	.....	Mexican Gulf	662,911	*	——	.....	.....	.....	.....	27.0	.....	.....	.....	——	.....
31 Dec. '58	80.0	——	.....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	——	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	——	.....
31 Mar. '59	206.0	——	.....	205.0	80	19	364	*N. O. Jackson and Gr. Northern*	5,639,662	613,613	——	4,437,990	2,817,000	188,685	9,147,862	206.0	.....	763,774	.....	——	.....
31 Aug. '60	53.7	——	.....	138.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	——	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	——	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,706	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	—	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	55½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,841	9,007,605	218.0	.....	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	114½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	—	5,327,567	83.7	525,954	1,045,683	439,284	8	112½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	86½
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	71½
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,896	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	.....
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,521	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	13.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	13.6	32,490	48,355	27,000	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.9	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	15½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	8	116
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	61½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	57½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	16
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Soutnern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,563	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	8.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,886	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,150	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	658,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	58,577	8	105½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	53½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	78.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	114
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	176,000	5,580,981	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	138
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	33.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	.....	6	109
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	—	14.8	26,858	13,429	5	—	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120	—
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	—	17.3	57,065	63,803	11,999	6	—	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	—	150.0	700,224	1,842,636	770,096	—	45	—
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	.....	—	97.5	.....	343,021	154,369	—	11	—
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78½	—
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	31	—
30 Sep. '59	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	—	152.9	.....	1,142,851	433,716	—	15½	—
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	—	35.9	69,759	119,866	64,753	8	—	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,627,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,789	6	—	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—	—
30 Sep. '59	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.byRen	s. & Sar.	30,150	7	—	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	.....	—	ope	r.by Lo	ng Isl.	37,560	9	—	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,326	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	.....	6	—	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	80,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—	—
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—	—
-- -- '58	223.0	—	....	—	....	....	....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	.....	—	—
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	208,917	108,541	—	—	—
30 Sep. '66	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.														
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—	—
1 Aug. '59	137.0	—	....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71	—
31 Dec. '60	30.0	—	....	69.1	—	—	....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,892	574,275	12	94	—
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,782	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	126	—
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9	—
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	34½	—
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,674,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,796	8	81	—
31 Mar. '60	144.0	—	....	—	—	—	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—	—
31 Aug. '58	16.9	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—	—
-- -- '59	36.0	—	....	84.0	—	—	....	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81	—
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,764,220	13,202,262	196.4	556,732	374,198	45,452	—	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—	—
31 Dec. '59	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—	—
								PENNSYLVANIA.														
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½	—
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,522	8	.....	—
31 Dec. '59	110.8	2.3	36.4	—	—	—	....	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82	—
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	158,515	940,136	36.3	.....	.....	.....	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	—	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54	—
31 Aug. '59	32.3	—	1.2	44.1	8	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25	—
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½	—
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuyik. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....	—
30 Nov. '60	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	389,622	212,954	.....	86½	—
31 Dec. '60	331.1	28.1	391.7	—	206	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,546	13,261,900	17,163,947	347,489	32,407,124	428.0	3,476,812	5,932,701	2,296,402	6	78½	—
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,456	—	1,208,500	374,800	104,720	1,742,333	21.0	.....	288,657	157,194	—	....	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,897	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,787,041	12,195,960	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	.....	43½	—
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	.....	125	—
31 Oct. '60	93.0	6.0	.....	—	30	93	521	Phila., Wilmington and Balt.	7,000,000	*	—	5,000,000	2,000,000	.....	.....	200.6	48,677	1,236,597	471,712	6½	87½	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,376,707	60.0	113,715	80,553	29,090	—	....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,983,847	17,289,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,602	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,552	—	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	63,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	102.5	.....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	841,190	125,871	....	....
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,227	—	....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southerh (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,157	—	....
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	...	...	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,020	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,269	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859	.....	—	.....	.....	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	168.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	175,000	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	....
.. .. '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	92,122	82,001	—	....
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,702	354,288	81,561	—	....
31 Aug. '59	62.0	....	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	....
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	....
30 Jun. '59	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	81
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,308,864	23.7	47,324	43,998	10,493	—	....
31 Aug. '59	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	....	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,628	447,840	—	1,980,997	907,491	42,058	.....	143.2	240,130	554,203	292,988	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,825	.....	78.6	159,961	279,945	145,885	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,758	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,852,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,880	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 moe.	60,066	.....	—	....
31 Dec. '60	191.9	42.5	28.3	—	...	...	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	12
.. .. '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	...	...	....	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	.....	—	....
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	383,213	.....	.....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	186,245	.....	.....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,251,133	—	46,954,261	761.0	2,049,997	1,668,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	8	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
.. .. '59	95.0	1.0	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	264,530	.....	.....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	....	79.3	...	...	....	European & North American	2,100,358	*	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
.. .. '59	60.0	—	....	—	...	...	....	New Brunswick and Canada	988,748	*	—	988,493	—	70,268	988,748	60.0	.....	.....	.....	—	....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	...	...	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
1 Dec '59	48.7	—	....	—	...	...	....	Panama	5,000,000	*	708,000	4,978,000	2,490,852	44,000	8,402,845	48.7	.....	1,850,975	1,098,121	12	3[illegible]

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
"	700,000	6	1880	80½
"	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	880,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	104
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	93½
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	803,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96½
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	78
1st Mortgage	3,600,000	---	------	39½
2d Mortgage	2,000,000	---	------	15
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	674,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1860	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	824,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	75
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	100
1st Mortgage (E. Extension)	1,500,000	---	1875	100
2d Mortgage	2,600,000	---	1881	100
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	45
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105½
2d Mortgage	1,930,000	7	1860	101
3d Mortgage	1,840,000	7	1875	88
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	100
Construction	4,115,000	6	1875	100
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17½
2d Land Grant (Western Div.)	353,600	†	------	17½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	961,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	872,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	600,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	100
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	82
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	83
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	81
Goshen Air Line	1,335,000	†	1868	74
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	81
2d Mortgage	2,175,000	†	1877	57
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7	------	---
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----------	----------	---	------	----
----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	95½
Premium Consolidated Stock	8,000,000	6	1883	95½
Real Estate	221,000	6	1883	95½
New Convertible	3,000,000	7	1864	101½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1859	103
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	89½
5th Mortgage	1,277,000	7	1883	75
Unsecured (convertible)	2,618,000	7	1871	55
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	---
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	96
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y'rs	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1858-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	856,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and L.)	1,000,000	---	1872	----
2d Mortgage (O. and L.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	...	1860	....
3d Mortgage	75,000	...	1870	....
4th Mortgage	60,000	...	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	...	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	...	1875	....
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	...	.....	....
2d Mortgage	450,000	...	.....	....
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	...	.....	....
2d Mortgage	900,000	...	.....	....
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	...	.....	....
St. Louis City Subscription	500,000	...	.....	....
St. Louis County Subscription	1,000,000	...	.....	....
Carondelet Subscription	50,000	...	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	...	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	...	.....	....
Mortgage	46,000	...	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
***Vermont Central:**				
1st Mortgage	.....	7	.....	17½
2d Mortgage	.....	...	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	...	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	...	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
***Western Vermont:**				
1st Mortgage	700,000	...	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	...	.....	....
.....	.....	...	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	...	1866	70
2d Mortgage	1,000,000	...	.....	....
Income	177,000	...	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	...	.....	....
Sterling, issued in 1858	144,500	...	.....	....
Company's, endorsed by State	203,500	...	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	393,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending March 20, 1861.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20.
Federal Stocks:—						
U. S. 5s, 1874	88	89	90	89½	89½	89½
U. S. 5s, 1865	....	....	....	90½	91½	91½
State Stocks:—						
California 7s	....	....	....	87½	....	87½
Georgia 6s	....	....	....	....	....	....
Illinois 6s	....	....	....	....	....	....
Indiana 5s	86	87½	....	87	86½	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	77½	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	66½	66	66½	67	65½	65½
New York 5s, 1874	....	....	97	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	....	....	....	....	....	....
Ohio 6s, 1870	....	....	....	....	....	....
Tennessee 6s, 1890	75	74½	74½	74½	74½	75
Virginia 6s	78½	78	78	78	78	77½
Railroad Shares:—						
Chicago, Burl. and Q.	73	73	72	72	72	72
Chicago and Rock Isl.	58	58	58	58	57½	57½
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ashl.	120	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	9	....
Clev. and Toledo	34½	34½	34½	34½	34½	34½
Del., Lack. and West.	....	....	....	....	84	....
Galena and Chicago	71	71½	71½	71½	71½	71
Hudson River	45	45	45½	44½	44	45
Illinois Central (scrip)	81	80½	81	81	80½	80½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	58	58	58	57½	57	57½
M. S. and N. I. guar'd	36	36½	37	37	36½	36
M. S. and N. I.	16	16½	16½	16½	16½	16
Milwaukee and Miss.	11½	....	....	....	12	....
New Jersey Central	....	....	....	....	116	....
New York Central	78½	78½	78½	78½	78½	78½
New York and Erie	32½	33	33	32½	32	31
N. York and Harlem	16	15½	15½	15½	15	15½
N. Y. and H. "pref."	39½	39	39	38½	39	39
Panama	116	116	115½	116	116	115½
Phila. and Reading	44	43½	43½	44	43½	43½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	40	30½	40	....	....	39
" " 2d M.	....	....	16	....	....	15
" " S. F.	....	....	78	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	100
" 2 M. 8 p.c. '81	....	....	100	100	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	97½	98	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	47	....	....	45
Hudson R. 1 M. 7 p.c. '69	106	....	....	....	....	105½
" 2 M. 7 p.c. '60	....	101	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	98	98½	99	100	100	101
" " 6 p.c. '75	98	98½	99	100	100	100
L. Erie & Wab. 1 M.	....	70	....	....	....	70
" " 2 M.	....	....	....	37	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	....	103	....
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	83	....	....	84	....	85
" " 2d M.	57½	58½	58½	58½	64	....
" " S. F.	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	82	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	96	....	....	....	....
" 1 M. 7 p.c. '64	....	101½	....	....	102	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	100	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	90	91	91	92	92
" 4 M. 7 p.c. '80	....	87½	....	88½	89	89½
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	100	....	99½	....	....
" 2 M. 7 p.c. '64	....	95	....	96½	....	96
" 3 M. 7 p.c. '67	....	....	....	80	....	80
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
Bank and Insurance Stock:—						
Am. Exchange Bank	....	92	92½	93	....	....
America, Bank of	....	....	....	....	....	....
Commerce, Bank of	....	....	....	92½	....	92½
Merchants' Exch. B'k	83	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	104½	....	104½	....	....	....
Mining Stock:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	9
Miscellaneous:—						
Del. and Hud. C. Co.	89	....	....	....	....	....
Cumberland Coal Co.	7	7½	....	7½	....	....
Penn'a Coal Co.	78	....	....	80	79½	....
Pacific Mail S. S. Co.	85½	86	85½	85	85	85½
Canton	14½	14	....	14½	15	14½
Brooklyn Water W's.	....	101½	101½	101½	....	....

The following are the closing prices in the London Market on the 2nd March:

United States 5 p. c. red. '74	83	to	85
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	87	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	69	to	71
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	85	to	87
Do. 3d do. 1883, assented	75	to	77
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	29½	to	30½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	84	to	86
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, March 23, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The stock market the past week has been inactive with a slight yielding of prices, owing to the uncertainty which still prevails as to our political future. Everything turns upon this, and in the absence of any startling event, the market has been pretty uniform. The earnings of our railroads continue to show well, and there is a prospect of a very good business season ahead, in spite of political complications. In money matters, we are getting a plethora of gold which is still increasing. There is but little demand, and no business engagements or improvements are geing on likely to create any considerable use for money.

Missouri Bank Bill.

This bill, which passed the Legislature of Missouri more than a week since, has received the signature of the Governor and thus become law. Section 4 of the bill, which makes provision for the July interest on the State debt, reads as follows:

That in order to provide the means for the redemption of the revenue bonds due 1st June, 1861, and for paying the interest due on the 1st July, 1861, the Governor of this State is hereby authorized and empowered to sell 3,253 shares of the stock owned by the State in the Bank of the State of Missouri, and deposit the proceeds thereof in the State Treasury, to the credit of the Fund Commissioners. The President and Directors of each and every bank incorporated in this State, shall, within three months from the date of the passage of this act, pay into the State Treasury, to the credit of the Fund Commissioners, their *pro rata* share of $500,000, to be apportioned according to the capital stock of said banks paid in; *Provided*, That for the amount paid by each bank,

as aforesaid, the Governor is hereby authorized to issue revenue bonds, payable in three and five years, bearing interest at the rate of 9 per centum per annum, with coupons attached; and for the payment of the principal and interest on said bonds the revenues of the State are hereby pledged.

Interest and Dividends.

The Baltimore and Ohio Railroad Company has declared a dividend of three per cent. on the stock of the Main Stem, and four and a-half per cent. on the Washington Branch, for the half year ending 31st inst., payable on and after April 15th.

The Philadelphia, Germantown and Norristown Railroad Company has declared a dividend of four per cent. on the capital stock, payable on and after the first day of April next.

Scarcity of Storage Room in Chicago.

The immense crops of last year are testing the storage capacity of Chicago pretty thoroughly. Of wheat and corn alone there are stored in the various warehouses of the city upwards of 3,200,000 bushels, while of oats, rye and barley there are over one million bushels. Some of the houses—bins, floors and passages—are entirely filled; and the balance will be able to receive only, about ten days longer. To relieve the warehouses, about a dozen vessels have been chartered, and will be loaded immediately. The Illinois Central Railroad Company have instructed their agents to ship no more grain in bulk till further notice.

Railroads in Missouri.

The following statement of the earnings, expenses and net earnings of the three following roads is from the Report of the Board of Public Works of Missouri:

NORTH MISSOURI RAILROAD.

Gross earnings for 13 months	$400,008 75
Expenses for 13 months	303,276 96
Net earnings	$96,731 79

IRON MOUNTAIN RAILROAD.

Gross earnings for 14 months	$276,931 05
Expenses for 14 months	206,914 76
Net earnings	$70,016 29

PACIFIC RAILROAD—MAIN LINE.

Gross earnings for 12 months	$672,181 25
Expenses for 12 months	368,553 64
Net earnings	$303,627 61

Losses on the Lakes in 1859-60.

The following statement of the loss of life and property on the lakes in these years, is taken from the report recently issued by the Board of Underwriters:

1860.

Loss on steam hulls	$336,808
Loss on cargoes	160,575
Total loss by steam vessels	$497,383
Loss on sail hulls	$327,773
Loss on cargoes	330,859
Total loss by sail vessels	658,632
Total loss by steam and sail vessels	$1,156,015

1859.

Loss on steam hulls	$169,455
Loss on cargoes	182,130
Total loss by steam vessels	$351,585
Loss on sail hulls	$331,238
Loss on cargoes	337,327
Total loss by sail vessels	668,565
Total loss by steam and sail vessels	$1,020,100
Increase in losses	135,915

Loss of life in 1860....578
Loss of life in 1859....105—Increase....473

Hannibal and St. Joseph Railroad Company.

This company propose to fund the three next maturing coupons of the Land Grant and convertible sinking fund bonds, and the four next maturing coupons of the second mortgage income bonds, as follows: for the coupons of the land-grant and convertibles—income bonds, running three, four, five, six and seven years, bearing 7 per cent. interest; and for the second mortgage coupons—income bonds running eight and nine years, bearing the same rate of interest; the surrendered coupons to be held by Ignatius Sargent, Trustee, as collateral security to the income bonds thus issued. The Directors feel confident that this measure will place the company upon a sound basis.

Erie Railroad.

The earnings of this road for February were larger by $87,821 than the same month last year, and $24,000 ahead of the heaviest February traffic ever before realized. The following are the comparative figures:

Febr'y, 1853..	$287,011	Febr'y, 1858..	$328,048
" 1854..	357,629	" 1859..	300,999
" 1855..	340,751	" 1860..	303,279
" 1856..	367,915	" 1861..	391,100
" 1857..	270,073		
Increase			$87,821

Railroad Legislation in Pennsylvania.

We give in another part of our paper to day a copy of the bill recently passed by the Legislature of Pennsylvania, affording relief to, and changing the name of, the Sunbury and Erie Railroad Company. This road will hereafter be known as the Philadelphia and Sunbury Railroad. Also the bill for the Commutation of the tonnage tax on the Pennsylvania Railroad. By the passage of this bill, the litigation pending between the Pennsylvania Railroad Company and the Commonwealth is at an end, the company being relieved not only of further charges on account of tonnage, but also of the judgments of $255,000 which had been recovered against it by the State. It will be seen that both bills have received the approval of the Governor.

Cleveland and Erie Railroad.

The earnings of this road for the year ending December 31, 1860, were:

From passengers		$468,974 76
" freight		565,830 47
" mail, etc.		28,600 00
		$1,063,405 23
Operating expenses	$225,006 09	
Repairing road	165,750 93	
" rolling stock.	39,001 47	
		429,758 49
Net earnings		$633,646 74

—or nearly 17 per cent. on the entire cost of road and equipment. The cost of the road is as follows:

Construction of main line	$3,188,157 66
" branch	33,477 44
Cost of equipment	549,593 17
	$3,771,228 27

The company has no floating debt. The capital stock of the company is $3,000,000. The funded debt, $1,602,000. Surplus carried to sinking fund, $57,469. A dividend of 5 per cent. in cash and 5 per cent. in scrip was paid Jan. 1, 1860. Also a dividend of 5 per cent. in cash, July 1, 1860. The number of through passengers carried was 162,172; and of way passengers, 88,199. We shall give a more extended notice when we receive a copy of the report.

New Orleans, Opelousas and Great Western Railroad.

We have been favored with a copy of the Ninth Annual Report of the President and Directors of this Company, for the fiscal year ending December 31, 1860, embracing also the Reports of the Vice-President, Treasurer and Chief Engineer of the Company. The length of road in operation is 80.2 miles extending from Algiers, opposite New Orleans to Brashear, or Berwick's Bay, at which point a connection is made with steamers for Galveston and Indianola, Texas. The earnings during the past and preceding years have been as follows:

	1859.	1860.
From local passengers	$91,859 10	$115,601 69
" Texas "	35,503 90	54,724 25
" local freight	189,851 11	216,436 17
" Texas "	31,524 81	73,688 49
" mail and express	21,323 76	21,471 27
	$370,062 68	$481,921 87

The expenses for 1860 were:

Conducting transportation	$116,723 92	
Maintenance of engines	10,654 08	
" cars	12,886 81	
Ferriage	45,680 42	
Maintenance of way	72,327 63	
		258,272 86
Net earnings		$223,649 01

—or 46.4 per cent. of the gross earnings. Deducting the ferriage, for a fair comparison with the expenses of other roads, and the amount would be $212,592 44, and the per centage of net earnings 55.9.

The items not chargeable to current expenses are as follows:

Purchase, repairs, etc., of steamboats and barges	$36,674 73
Four new passenger cars	10,600 00
Repairing wharves, etc.	5,826 28
Raising track	38,667 64
Ditching	21,571 87
Ballasting, etc.	19,158 97
Renewals of rails and cross-ties, rebuilding culverts, etc.	89,329 44
Repairing Lafourche bridge	9,660 57
Building and repairing depots and stations	26,873 52
	$208,263 02

The regular transit of passengers and mails, and the transportation and delivery of freight has been uninterrupted. But few accidents have occurred. The damage to property has been trifling; and no injury has happened to either passenger or employee. Numerous culverts and bridges have been filled up. Large ditches have been excavated, and the earth taken therefrom deposited upon the track whenever it was found too low to insure proper drainage. The Lafourche Bridge has been changed from a sliding draw to a swinging bridge. The track has been greatly improved. It is believed that its present condition will tend materially to lessen the cost of maintenance of way, and other expenses generally during the coming year, while the expenses for renewal will be comparatively small. During the past four years, 13,740 lineal yards of rails, and 62,577 cross-ties have been removed.

The road was opened for business from Algiers to Lafourche crossing, 52 miles, November 8,

1854; to Tigerville, 66 miles, October 15, 1855; to Bayou Bœuf, 73 miles, March 1, 1856; and to Berwick's Bay, 80 miles, April 12, 1857—making the average time the whole has been in use about 5 years and 8 months. From this it appears that but 4.87 per cent. of the rails were removed; and that they became defective at the rate of about 0.86 per cent. per annum. The cross-ties replaced amounted to 39.09 per cent. of the whole, or about 6.9 per cent. per annum.

The distance run by all trains from the beginning amounts to 909,984 miles—equal to the passage of 11,374 trains the length of the road. Assuming the weight of each to have been 200 tons, the traffic has been equivalent to at least 2,750,960 tons over every portion of the track at an estimated average speed of about 17 miles an hour.

The equipment of the road consists of 8 first class, 3 second class and 1 switching engine; 8 first class, 4 second class, 5 baggage, 2 express, and 209 freight and stock cars—valued at $289,700. All the rolling stock is in excellent order—the repairs at all times having been equal to the wear.

The number of miles run by passenger trains during the year was 71,750; by freight trains, 108,454; by other trains, 13,040—total miles run, 193,244: an increase over the previous year of 23,212 miles. The number of local passengers carried was 44,679; of through Texas passengers, 28,783—total, 73,463: an increase of 22,162.

The second division of the road extends up through the sugar plantations of St. Mary, along the Bayou Teche, to New Iberia, a distance of 44¼ miles. In view of the extension of the road, a contract has been made for the construction of a boat for the transportation of passengers and freight over Berwick's Bay, in lieu of a bridge which would require a long time for its construction. The embanking of the tidal overflowed swamps and sea marsh west of Berwick's Bay, about three miles wide, was to have been completed on the 1st ult. It averages four feet in height. Between this and New Iberia, the line has been divided into three sections; several miles have been graded on each, and the work on all was progressing rapidly. Abont 24½ miles of roadway embankment was done, leaving to be done about twenty miles, all but two miles of which is light work, through plantations. All but the Bisland swamp, 1½ miles wide, may be completed by the 1st of April.

The third division, extending to Opelousas, is 29¾ miles in length—making the entire distance from Algiers to Opelousas 164½ miles. About 18 miles of roadway on this division, extending from New Iberia to and beyond the Bayou Vermillion, have been completed in a very satisfactory manner. With the exception of the culvert and bridge masonry, which is in progress, this section is ready for track-laying. The heavy embankment, 13 feet in height across Vermillion Valley, is well advanced. The draw-bridge for the Vermillion, including two spans of 40 feet each, one at each end of the draw, has been ordered; it will be constructed wholly of iron, and when erected, will be a beautiful, substantial and durable structure. After passing the Bayou Vermillion, the country is very level for about 10 miles, and this section can be graded very rapidly. Thence to Opelousas the crossings of four bayous—the Carroncro, Bourbeau, Callahan and Tessoo will necessitate some heavy work.

About 61 miles of roadway will be ready for track-laying by the 1st of April; and by the 1st of July, near 75 miles.

The fourth division traverses a prairie country for 25 miles beyond Opelousas; thence it passes through the pine woods, 68 miles, to the Sabine river, or 93 miles in all—the total distance from New Orleans to the Sabine being 258 miles.

The floating debt at the date of the report was $399,297 18—a reduction since the previous year of $59,552 18. About $20,000 is due to the contractors for work done from the Bay to New Iberia, being one-fifth of estimates retained as security, and payable upon the completion of the work; and the company has on hand city bonds, bills receivable, mail service dues, and cash to the amount of $17,845 05. The earnings of the road have exceeded the estimate made at the commencement of the year $31,921 87. The extension of the track to New Iberia will proportionately increase the revenue, without adding materially to the expenses. There is yet due some $70,000 of tax subscription, as well as a considerable amount from individual subscribers. The total sales of bonds has amounted to $566,000—leaving on hand $1,434,000. The Gretna mortgage debt of $25,000 has been paid in full; and provision made, monthly in advance, for the interest on the bonds sold, agreeably to contract with the Louisiana State Bank.

The quantity of land enuring to the road is 719,193 acres, none of which has been sold. The sales will probably net an amount equal to the whole paid up capital of the company.

The resources of the company are considered ample for paying off its whole debt, and for completing and equiping the road to the Texas line.

The road thus built and equipped, will have cost, and be worth to the stockholders, $6,000,000—although the actual outlay by them will but little exceed one-half that amount,

General Statement.

RECEIPTS.

Subscriptions to capital stock		$1,101,317 72
New Orleans subscription in bonds.		1,500,000 00
State of Louisiana, in bonds		641,000 00
Earnings from transportation		1,707,705 25
Company bonds		566,000 00
Bills payable	$304,763 47	
Sundries	34,533 71	
		339,297 18
		$5,855,320 15

EXPENSES.

Right of way	$20,382 45
Expenses	218,748 44
Interest and discount	812,250 80
Buildings and bridges	376,479 17
Construction 1st division	2,354,163 97
" 2d "	97,767 31
" 3d "	74,628 03
Machinery	38,166 41
Rolling stock	467,093 97
Maintenance of way	517,802 72
Transportation expenses	727,471 61
Steamboats, barges, real estate, etc.	132,520 22
Cash, and cash items	17,845 05
	$5,855,320 15

President—Wm. G. Hewes.
Vice-President—A. B. Segeb.
Treasurer—Benjamin F. Flanders.
Chief Engineer—G. W. R. Bayley.

Reading and Columbia Railroad.

The contract for the construction of this road has been taken by Messrs. Moore & Co., of Philadelphia, at $600,000. It is to be ready for the iron in 15 months.

Pennsylvania Railroad.

An Act for the Commutation of the Tonnage Tax.

Whereas, By a provision of the Act to incorporate the Pennsylvania Railroad Company, approved April 13, 1846, and a supplement thereto, approved March 27, 1848, a tax or duty was imposed on all tonnage loaded or received at Harrisburg, Pittsburg, and intermediate points, and carried or conveyed on the railroad of the said Company more than 20 miles, which said tax was intended to compensate for any probable diminution in the receipts of the Main Line of the Public Works, (then owned by the State,) by reason of the construction and operation of the said railroad; *and whereas*, It was provided in the third section of the Act for the sale of the Main Line of the Public Works, approved May 16, 1857, that if the Pennsylvania Railroad Company should become the purchasers of the said works, the said Company, in addition to the sum of $7,500,000, the price limited by the said Act, should pay the sum of $1,500,000, in 5 per cent. bonds of the Company, and that thereupon the said Company, and the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company should, in consideration thereof, be discharged by the Commonwealth forever from the payment of all taxes upon tonnage or freight carried over said railroads, and the said the Pennsylvania Railroad Company should be released from the payment of all other taxes or duties on its capital stock, bonds, dividends, or property; *and whereas*, It was subsequently decided by the Supreme Court of this Commonwealth, that while the Legislature had full authority to repeal the provisions of the said Acts, by which the said tonnage tax was imposed, yet, inasmuch as part of the said last mentioned section in the Act for the sale of the Main Line placed all the property of the said Company beyond the reach of the taxing power, it was therefore, to that extent, unconstitutional and void; *and whereas*, It was the clear intention of the Legislature, by the said Act for the sale of the Main Line, in case the Pennsylvania Railroad Company should become the purchaser of the same to exonerate and release the said Company from further liability for the payment of the said tonnage tax, and for the additional consideration therein named, all other taxes; and as the said tonnage tax now falls indirectly on flour, grain, cattle, iron, minerals, and other domestic products, transported on one line of improvements, while similar products transported on other lines are exempt from the same; and as the reason for the imposition thereof ceased to exist on the sale of the works it was intended to protect, the right of the State any longer to demand the payment of the said tax is denied, and said demand has led to litigation between the State and the Company, and will probably involve the parties in litigation with citizens of other States, to the injury of our internal trade and commerce, which it is the duty of the government to encourage and protect, by all lawful means; *and whereas*, The said Company has proposed a compromise and final settlement of the question, by paying into into the treasury, in commutation of the said tonnage tax and in discharge thereof, such additional sum semi-annually, over and above the instalments of principal and the interest on its debt to the State, as may be required to make said payments amount to $460,000 annually, until the year 1890, at which time the entire balance of the principal and interest shall be paid in full; and by paying, also, in addition to the said semi-annual instalments, all other taxes on their property to which they may hereafter be made liable under the general revenue laws of the State, and agree to make reductions for transportation of local trade, as hereinafter provided, and to aid also, in the construction of certain lateral rail-

roads, the completion of which is essential as a means of facilitating the settlement and improvement of valuable districts of the Commonwealth yet undeveloped; *and whereas*, In the opinion of this Legislature it is expedient to accept the said proposition, and to relieve all agricultural, mineral, and industrial products, and other property passing over any railroad, canal, or slackwater navigation in this Commonwealth, from the payment of tonnage tax or duty to the State; therefore,

SECTION 1. *Be it enacted* by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the same: That if a majority of the Directors of the Pennsylvania Railroad Company, who, for the purposes of this Act are hereby vested with all needful authority, shall, at a meeting called for that purpose, resolve to accept the provisions of this Act, and shall authorize the execution of a written contract, under its corporate seal, with the Commonwealth of Pennsylvania, to pay into the State Treasury, on account of its indebtedness to the Commonwealth, by reason of the purchase of the Main Line of the Public Works on the 31st days of January and July in every year, until the 31st of July, 1890, inclusive, such sum, in addition to the interest on its bonds owned by the State, and in addition to its annual liability to the State on account of purchase money for said line of improvements, as will increase each semi-annual payment on account of said debt and interest to the sum of $230,000, and the aggregate of all such payments to the sum of $13,570,000, and shall agree to pay, on the said 31st day of July, 1890, into the treasury the balance then unpaid of the principal and interest of said bonds and shall further agree to reduce its local charges for the transportation of grain, flour, cattle, iron, minerals, and other property, as hereinafter provided; and if the said Company shall in the manner aforesaid, on or before the 1st day of July next, make and enter into with the Commonwealth of Pennsylvania a written contract to that effect, and shall on or before said day deliver the same in the Commonwealth, by depositing the same in the office of the Auditor General, then and in such case, and in consideration thereof, the Commonwealth of Pennsylvania shall not at any time hereafter lay, impose, levy, or collect any tax or duty upon, or in respect to freight or tonnage passing over the said Pennsylvania Railroad, or the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroads or any part of them, or either of them, unless a like tax shall at the same time be imposed, laid or levied upon all other railroads or railroad companies of this Commonwealth; and all laws imposing taxes or duties upon freight or tonnage upon the railroads, canals, or slackwater navigation companies, for the use of the Commonwealth, be and they are hereby repealed, and no further or other proceedings shall be had or taken on the part of the Commonwealth to enforce the collection of any tax or duty, or obligation given therefor, or judgment recovered, or obtained in pursuance of any existing laws on tonnage carried or conveyed on the railroad of said Pennsylvania Railroad Company, or on that of any other Company incorporated by this State; and the said Companies shall be, by the proper officers of the Commonwealth, exonerated, released and relieved from every lien and liability to the State on account thereof.

SEC. 2. That from and after the passage of this Act, all Railroad, Canal and Slackwater Navigation Companies incorporated by this State, and liable for the payment of taxes or duties on tonnage, imposed by any laws heretofore enacted, shall make a reduction of their charges for transportation on their local freight, as fixed by their respective toll sheets, on the 1st day of February, 1861, equal to the full amount of the tax or duty chargeable upon such freight or tonnage by the laws aforesaid; the present winter rates between 1st day of December and the 1st day of May, shall be considered as fixed at 90 cents per 100 lbs. for first-class, 75 cts. per 100 lbs. for second class, 60 cents per 100 lbs. for third-class, and 40 cents per 100 lbs. for fourth class; summer rates between the 1st day of May and 1st day of December in each year, shall be 75 cents per 100 lbs. for first-class, 60 cents per 100 lbs. for second-class, 50 cents per 100 lbs. for third-class, and 40 cents per 100 lbs. for fourth-class, on all trade carried between Philadelphia and Pittsburg, and a failure on the part of either of said Companies to make such reduction, shall render the company so neglecting liable to the Commonwealth for double the amount of the tonnage tax heretofore chargeable against them—and every such company shall, within thirty days after the passage of this Act, under a like penalty, file in the office of the Auditor-General, under the oath of the President or other proper officer, a toll sheet of their rates of charges for transportation of local freights, upon the 1st day of February, 1861, accompanied by a statement of the reduction to be made in pursuance of this act, and the said rates as so reduced shall be the highest rates that can be charged for the transportation of such freight and tonnage by any company accepting the provisions of this Act. *Further*, the Pennsylvania Railroad Company shall not at any time charge or collect rates on any description of freights from any Eastern or seaboard cities to Pittsburg, higher than the gross rates charged or collected from same points to any point west of Pittsburg. Nor shall the said Pennsylvania Railroad Company at any time charge or collect rates on any description of freights from Pittsburg to Philadelphia, Baltimore, New York or other seaboard cities, higher than the gross rates that may be charged from any point west of Pittsburg to the same points on the same description of property. The local rates from Pittsburg or Philadelphia to stations on the line of the Pennsylvania Railroad shall at no time exceed the gross rates charged through between Philadelphia and Pittsburg; nor shall local rates between any two stations on the road between Philadelphia and Pittsburg exceed the through rates as made from time to time under the provisions of this Act, nor shall the rates charged to any local points exceed those charged to any point of greater distance in the same direction from the place of shipment. *And further*, all shippers of western products, under through bills of lading, from any point west of Pittsburg, by river to Pittsburg, to the seaboard cities, shall have the privilege of disposing of their property at Pittsburg, by giving timely notice, before its arrival at that point, to the transfer agents of the Pennsylvania Railroad Company, and by delivering up their through bills of lading, thus releasing the Pennsylvania Railroad Company from all liability on account thereof. If the property is not sold at Pittsburg, the owner, consignee or shipper of said property shall have the right to deliver the same to the transfer agency of the Pennsylvania Railroad Company at Pittsburg, and forward the same within ten days after its arrival at Pittsburg, under the conditions and rates of the original through bill of lading.

SEC. 3. That the Pennsylvania Railroad Company shall be liable to taxation for all State purposes, and the said company shall pay the same rate of taxation which is now, or may hereafter, be imposed by any general law operating upon all other railroad companies incorporated by this Commonwealth. The semi-annual instalments of the sum of $13,570,000, and the balance of the said debt and interest so to be paid into the State Treasury as is herein provided, are hereby pledged to, and the same shall be applied only to the payment and extinguishment of the principal and interest of the funded debt of this Commonwealth, and to no other purpose whatsoever.

SEC. 4. That for the purpose of developing the resources of the State, the Pennsylvania Railroad Company is hereby authorized and required to expend the sum of $850,000 in aid of the Chartiers Valley Railroad Company; the Pittsburg and Steubenville Railroad Company; the Fayette County Railroad Company, (between Greensburg and the Youghiogheny River;) the West Pennsylvania Railroad Company, (between Blairsville and Butler;) the Ebensburg and Cresson Railroad Company; the Bedford Railroad Company, (between Hopewell and Bedford;) the Tyrone and Clearfield Railroad Company, and the Phillipsburg and Waterford Railroad Company, (between Phillipsburg and Brookfield;) the Tyrone and Lock Haven Railroad Company; the Mifflin and Centre County Railroad Company, (between Lewiston and Milroy;) the Chambersburg and Alleghany Railroad Company, (between Chambersburg and the point of connection with the Bedford Railroad, near Hopewell;) or their sucessors or assigns, in sums proportioned to their respective lengths between the above designated points, by purchasing their bonds respectively from said Companies, at par, payable in twenty years, with interest, payable semi-annually, secured by a first mortgage created for the purpose on their property, real and personal, and franchises acquired and to be acquired, and the said Companies are hereby respectively authorized and empowered to create and issue such bonds, and secure the payment thereof by such mortgages, by and with the consent of a majority of their respective stockholders present at a meeting to be called for that purpose, of which notice shall be given, as provided by their charters or by-laws, respectively; aid bonds, and the mortgages given to secure the same shall not exceed in amount the sum required for the cost of the superstructure of bridges, the rails, cross-ties, chairs and spikes, and laying the track of the said roads respectively—and the proceeds of all the said bonds so secured, shall be exclusively applied to the said purposes—and the said purchases of bonds shall be required to be made of each of the said Companies, in instalments after sections of said roads, respectively of the length of five miles from each end as herein-before designated, shall have been duly and properly graded and the masonry completed, and after the said grading and masonry shall have been approved by a competent Civil Engineer appointed by the Governor for that purpose—and who shall be paid for his services by the said Companies receiving aid under the provisions of this Act—and when each section of five miles so graded from each such end of the said roads respectively, shall have been so completed and such certificate so given, then the pro rata proportion of the said bonds shall be purchased, and so continued from time to time until the amount payable to the said Companies shall be exhausted—and the sum paid upon the completion of the said sections as aforesaid respectively, shall be exclusively appropriated and be used for the purposes above mentioned upon the section for and in respect to which the purchase is made—and for no other purpose or portion of said road whatsoever—*provided, however*, that if either of the said Companies shall fail to grade, and prepare for bridges, superstructure, and laying of track at least one section of five miles at each of such end of its road within one year—or the whole of their respective roads within three years from the passage of this Act, any such Company so in default shall no longer have any right to demand or require any further purchase of their bonds as aforesaid, and the sums which any such defaulting Companies would have been entitled to demand in payment of their bonds, shall be added pro rata to the purchases to be made of such of the said Companies as shall comply with the provisions of this section; provided that said Companies be required to use none but American iron for rails, chairs and spikes, in the construction of their roads.

SEC. 5. That if any Stockholder or Stockholders of any Railroad, Canal, or Slackwater Navigation Companies shall be dissatisfied with, or object to any of the provisions of this Act, then it shall and may be lawful for any such Stockholder or Stockholders, within six months after the passage of this Act, to apply by petition to the Court of Common Pleas of the county in which the chief office of the said Companies may respectively be held—to appoint three disinterested persons to estimate and appraise the damage, if any, done to such Stockholder or Stockholders,

and whose award, or that of a majority of them, when confirmed by the said Court, shall be final and conclusive. And the person so appointed shall also appraise the share or shares of said Stockholders in said Company at the full market value thereof, without regard to any depreciation in consequence of the passage of this Act, and the said Company may, at its election, either pay to the said holders the amount of damages so found, or the value of the stock so ascertained and upon payment of the value of the stock as aforesaid, the said stockholders shall transfer the stock so held by him to said Company, to be disposed of by the Directors of said Company, or be retained by them for the benefit of the remaining Stockholders. And all the laws inconsistant with the provisions of this Act, be and the same are hereby repealed.

ELISHA W. DAVIS, Speaker of the House of Representatives.
ROBERT M. PALMER, Speaker of the Senate.
Approved March 7, 1861.
A. G. CURTIN, (Governor.)

Population of Ohio.

The following is a true copy of the figures of the population by counties as certified to the Ohio Legislature by the Superintendent of the census.

The population of Cincinnati is 161,044, the townships of the whole county 55,367—the whole county being 216,411.

POPULATION OF OHIO BY COUNTIES.

Counties.	Population.	Counties.	Population.
Adams	20,309	Licking	37,011
Allen	19,185	Logan	20,997
Ashland	22,951	Lorain	29,745
Ashtabula	31,814	Lucas	25,831
Athens	21,364	Madison	13,015
Auglaize	17,188	Mahoning	25,895
Belmont	36,438	Marion	15,490
Brown	29,956	Medina	22,517
Butler	35,840	Meigs	26,534
Carroll	15,738	Mercer	14,105
Champaign	22,698	Miami	29,959
Clarke	25,301	Monroe	25,743
Clermont	33,037	Montgomery	52,233
Clinton	21,462	Morgan	22,117
Columbiana	32,836	Morrow	20,445
Coshocton	25,032	Muskingum	44,417
Crawford	23,880	Noble	20,751
Cuyahoga	78,035	Ottawa	7,017
Darke	26,009	Paulding	4,945
Defiance	11,886	Perry	19,679
Delaware	23,912	Pickaway	23,469
Erie	24,473	Pike	13,643
Fairfield	30,538	Portage	24,206
Fayette	15,936	Preble	21,820
Franklin	50,373	Putnam	12,808
Fulton	14,044	Richland	31,156
Gallia	22,045	Ross	35,071
Geauga	15,817	Sandusky	21,147
Greene	26,197	Scioto	24,297
Guernsey	24,474	Seneca	30,869
Hamilton	216,411	Shelby	17,493
Hancock	22,886	Stark	42,979
Hardin	13,569	Summit	27,340
Harrison	19,109	Trumbull	30,656
Henry	8,901	Tuscarawas	32,463
Highland	27,774	Union	16,507
Hocking	17,059	Van Wert	10,238
Holmes	20,589	Vinton	13,631
Huron	29,899	Warren	26,908
Jackson	17,941	Washington	36,271
Jefferson	26,117	Wayne	32,483
Knox	27,735	Williams	16,632
Lake	15,576	Wood	17,886
Lawrence	23,250	Wyandotte	15,596
Total			$2,339,599

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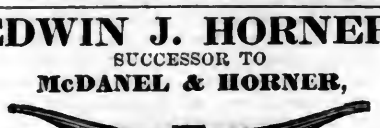
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4.	" 14	"	1½ to 1	16.	" 24	"	1½ to 1
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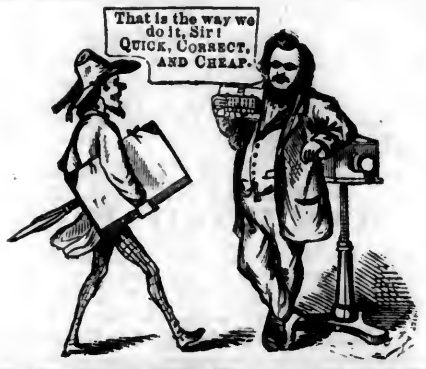
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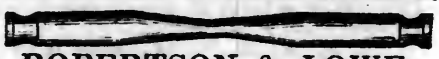
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 13.] SATURDAY, MARCH 30, 1861. [WHOLE No. 1,802, VOL. XXXIV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 30, 1861.

Madison and Indianapolis Railroad.

The earnings of this road for the fiscal year ending December 31, 1860, were:

From freight	$124,040 00
" passengers	58,644 10
" Jeffersonville Railroad	36,546 37
" express, mail, etc	11,333 01
	$230,563 48

And the expenditures were:

Running road	$27,856 06	
Repairs of road	30,923 03	
Repairs of cars and machinery	33,310 78	
All other expenses	39,393 23	
		131,483 10
Net earnings, 42.98 per cent.		$99,080 38

Compared with 1859, there is an increase in receipts of $29,909 04
And in expenses of 10,207 83

Increase in net earnings $19,701 21

—being an increase in earnings of 14.90 per cent; and in expenses of 8.41 per cent. The receipts of the company from all sources during the year were:

From transportation as above	$230,563 48
" nine income bonds, as par	9,000 00
" first mortgage interest bonds	2,240 00
" income " " "	140 00
" sales of old iron, etc	7,388 83
" other sources	1,919 57
	$251,251 88

And the disbursements:

Current expenditures as above	$131,483 10
Taxes, $3,973 39; commissions $381 26	4,254 65
Interest, $69,936 23—less $776 23 received	69,160 00
Bills receivable	12,773 45
" payable	10,734 47
Dividend scrip, paid by conversion into income bonds	6,354 60
Columbus and Shelby Railroad construction	2,881 50
Loss in operating do	1,978 37
Miscellaneous	6,281 11
Balance in Treasury Dec. 31, 1860	5,350 63
	$251,251 88

The following is a comparative statement of the earnings and expenditures for six years:

	Earnings.	Expenses.	Net Earnings.
1855	$268,103 33	$199,351 33	$68,852 00
1856	270,317 66	194,369 09	75,948 57
1857	212,664 40	149,249 96	63,414 44
1858	206,114 16	123,481 78	82,632 38
1859	200,654 44	121,275 27	79,379 17
1860	230,563 48	131,483 10	99,080 38
Total.	$1,388,417 47	$919,210 53	$469,306 94
Av'ge.	231,402 91	153,201 75	78,217 82

It will be seen that the gross earnings exceed those of the three preceding years, and are but little below the general average of the whole six. The expenses, although above those of the two preceding years, are nearly $22,000 below the general average. The net earnings considerably exceed those of any previous year, and are nearly $21,000 better than the average. The company notwithstanding have been unable to pay the bonds issued for the coupons falling due for the years 1858 and 1859, as was anticipated; a portion of the *net* earnings having been absorbed by obligations contracted before 1856, the payment of which could not be avoided.

The first mortgage bonds to the amount of $600,000 fall due in May next. The company do not expect to be able to pay them in cash. They will probably be extended for a term of years, as the company is now in a position to pay the interest as it falls due. The report says:

During the last year we have built and enclosed a new Howe bridge 161 feet long over the north fork of the Muscatatac, with a new track sill—cost $4,000; built new, four pair of passenger car trucks—cost $500 per pair; four hog caboose cars, two stock and three lever cars, five locomotive tender frames and three cabs, and rebuilt, one baggage car (nearly all new,) fourteen box freight, four lumber, seven hog and nine coal cars, in addition to the works ordinarily necessary upon the cars; made extensive repairs upon several of the locomotives, renewed 23,000 crossties, relaid three miles of the track, built two new water stations with stone basements, 14 by 20 feet, 10 feet high, and nine tubs for use at the various water stations, which we think will account, in part at least, for the increase in our current expenses the last year.

The expenses of the Columbus & Shelby Railroad have been largely increased from the necessity of having to build and enclose a new Howe bridge, 161 feet long, over Flat Rock Creek, with stone abutments for the same (the old being of wood) to make considerable repairs to the other bridges on the road, costing about $6,000, and in addition renewed extensively the cross-ties; the cost of the labor for all of which is included in the statement of the amount of the service rolls.

During the last year the Shelby & Rush Railroad Company have relaid their track with a T, rail from Shelbyville to Rushville, twenty miles. Our company was extensively employed in freighting materials used in its reconstruction and other services, and by that arrangement has the running of that road and the keeping of it in repair, paying themselves therefor out of the receipts of that road; the additional labor necessary for the performance of which service is also included in the amount of the service rolls of last year.

The trains have been run with the usual care and regularity, and with freedom from accident.

The company have had 25 locomotives, two of which have been broken up, one laid up, and one too light for general service. The number of miles run by locomotives has been 201,402, at a total cost for repairs of $13,034 62 or $6 19.5 per 100 miles run. Including all expenses the average cost per 100 miles run has been $19 58.2. In 1859, the number of miles run was 186,895, at a cost for repairs of $8,804 73, or $4 71.1 per 100 miles. Including all expenses, the average cost per 100 miles run was $18 15·9.

GENERAL STATEMENT.

Construction road	$2,613,967 36
Columbus & Shelbyville construc'n.	53,737 24
Jeffersonville Railroad Co	8,608 56
Indianapolis & Bellefontaine R.R. Co	16,680 45
Rushville & Shelbyville R. R. Co..	3,741 68
Madison & Indianap. Telegraph Co.	3,329 41
Union passenger depot	23,005 73
Bills receivable	14,476 00
Mad. & Ind. Telegraph Co. stock..	4,515 25
Peru & Indianapolis Railroad..	35,243 47
Columbus & Shelbyville R. R. stock	274,750 00
Peru & Indianapolis judgment	1,045 89
Appropriated to pay interest	1,676 35
Balance in treasury	5,350 63
	$3,060,128 02
Capital stock	$1,648,050 00
Mad. & Ind. 1st mortgage bonds...	600,000 00
Madison & Indianap. income bonds	546,000 00
Winslow, Lanier, & Co.	627 50
Scrip dividend	81,878 04
Construction bonds	600 00
Profit and loss	86,299 60
Bills payable	4,864 49
Columbus & Shelbyville transport'n.	2,508 39
Mortgage interests bonds	75,740 00
Income interest bonds	63,560 00
	$3,060,128 02

The office of this Company is at Madison, Ind. The officers and directors for the ensuing year are:

President—F. H. SMITH.

Directors—Nathan Powell, Wm. M. Dunn, Jacob B. McChesney, Peter McMartin, Edmund H. Miller, John Ferguson, F. H. Smith.

Secretary—THOMAS POLLOCK.

Treasurer—T. P. MATTHEWS.

Superintendent—D. C. BRANHAM.

Chicago and its Railroads.

The total earnings of the railroads belonging to the Chicago system for the year 1860, exhibit a very gratifying increase over the earnings of 1859, as follows:

Earnings, 1860	$17,690,314
Earnings, 1859	14,978,300
Increase in 1860	$2,712,014

If we confine the comparison to the earnings of the ten trunk lines, the result is as follows:

Earnings, 1860	$15,289,199
Earnings, 1859	12,659,115
Increase in 1860	$2,630,084

The earnings of these trunk lines for a series of years have been as follows:

1856	$17,812,957	1859	$12,659,115
1857	16,428,228	1860	15,289,199
1858	13,191,736		

The revulsion setting in in 1857 it will be seen, caused a falling off in the earnings of nearly one million and a half of dollars—the decrease continuing in a more marked degree in 1858 and reaching its lowest point in 1859. The rebound in 1860 is as remarkable as it is gratifying.

The general passenger movement for the year just closed, while showing a considerable falling off in the aggregate as above stated, nevertheless brings to light the fact that the West received larger additions to its population in 1860 than in the previous year.—The total movement, for example, on the three great trunk lines leading east from Chicago, during 1860, was 1,004,227, as follows:

Westward movement	583,705
Eastward movement	550,437
Excess of Westward movement	33,268

The excess of Westward movement over these roads for a series of years has been as follows:

1856	106,950	1859	17,574
1857	94,978	1860	33,268
1858	42,516		

If we take the five roads leading westward from this city for a comparison, we obtain the following results for 1860:

Westward movement	567,035
Eastward movement	542,647
Excess of Westward movement	24,388

Taking all these facts into consideration, it is entirely safe to say, that the West reached the lowest point of depression in 1859; that 1860 has been a year of rapid recovery; and that she is again starting upon an era of prosperity.—*Chicago Tribune.*

Augusta and Savannah Railroad.

The earnings of this road for the fiscal year ending December 31, 1860, were:

From passengers		$65,424 85
Freight		93,747 85
Mail		9,816 00
Total earnings		$168,988 70
The expenses were—		
Transportation	$24,112 42	
Motive power	18,712 00	
Maintenance of cars	4,090 62	
Do. way	25,860 10	
Total expenditures		73,375 74
Net earnings		$95,612 96
Add interest received		2,086 04
Total net income		$97,699 00
Deduct interest on bonds		15,279 25
Balance		$82,319 75

The expenses were about 43 per cent. on the total receipts. The net receipts show a profit of 13 per cent. on the capital stock. The bonded debt on the 1st of January was $129,500, being a reduction of $74,000 during the year. The company has no floating debt.

Finances of Louisiana.

The whole debt on the first day of January last was composed of the following items:

Bonds for Citizens' Bank		$4,297,333 33
" Consolidated Association.		1,101,200 00
		$5,393,533 33
Railroad subscriptions:		
Jackson Railroad	$884,000	
Opelousas Railroad	641,000	
Vicksburg and Shreveport	260,000	
Grosse Tete	70,000	$1,355,000 00
The Railroad Debts:		
Old Nashville Bonds	$483,000	
Mexican Gulf Railroad	100,000	
Port Hudson and Clinton.	9,000	—$592,000 00
Old second Municipality..	198,240	
Charity Hospital	125,000	—323,240 00
Juvenile School fund	529,000	
Seminary fund	136,000	—665,000 00
For relief of Treasury		750,000 00
Whole bond debt		$9,535,773 33
There are trust funds, for which the State is liable, payable on demand, amounting to		575,300 99
Making the whole State debt about		$10,099,074 30

Among these trust funds, stated as payable on demand, are the old United States deposits of 1836, which amount to $479,919 14. It is not likely to be a very heavy or sudden demand on the State revenues, but may be allowed as a set-off on some future settlement with the old Government.

The annual interest payable and paid during the last year amounted to $341,405 14. This includes interest on the United States deposit, which was appropriated to the annual school fund.

The total receipts into the Treasury last year, including receipts on account of trust funds, were $2,378,793 44; the expenditures, $2,224,702 10.

Added to the balance remaining in the Treasury July 1, 1860, there remained a balance, on the 1st of January last, of $1,331,402 57 belonging to the various funds. The general fund, $1,073,-217 42; paid out, $980,801 12; apparent surplus, $193,416 30.

But the general fund report $150,000 borrowed of the Louisiana State Bank in 1859, so that the actual excess of receipts over ordinary expenditures was $242,416; and added to the balance in the treasury at the beginning of the year, made a surplus of resources over expenditures during last year of $376,112 39.

The debts and liabilities of the State were, in 1840, $23,309,346 43; they are now $10,099,-074 32, showing a reduction of $13,210,172 11.—*New Orleans Picayune.*

Northern Central Railway.

The revenue of this company for the fiscal year ending December 31, 1860, was from—

	Wrightsville, Y. & G. R. R.	Sunbury & Erie R. R.	Northern Central.
Passengers	$10,364 86	$15,348 74	$242,819 28
Freight	14,514 64	10,502 73	674,142 31
Mail	650 00	1,831 24	25,450 00
Express, etc.		269 20	22,209 71

Total Northern Central Railway		$964,621 30
Wrightsville, York and Gettysburg		25,529 50
Sunbury and Erie		27,951 91
Total revenue		$1,018,102 71
The expenses were—		
Conducting transportation	$291,501 18	
Repairs of machinery	168,183 41	
" railway	239,531 15	
General expenses	35,259 80	
		734,475 54
Net revenue, 27.86 per cent.		$283,627 17
Add interest on $52,000 bonds; do. on $30,995 88 debt; and dividend on 3,173 shares of stock of W., Y. & G. R. R. Co.		10,190 94
Total net revenue		$293,818 11
Less interest on loans	$298,293 00	
Dividend of $1 25 per share on 6,341 shares W., Y. & G. R. R. Co. for 15 months	7,726 25	
Interest on bonds of said company $52,000 for 15 months	3,900 00	
Do. on $30,995 88 debt	2,324 69	
Interest, discount, exchange, etc.	45,636 90	
		358,080 84
Deficiency of revenue in 1860		$64,262 73
Balance unappropriated in 1859	$41,914 23	
1858	89,313 88	
1857	26,482 79	
1856	92,965 39	
1855	161,587 72	
		412,164 01
Balance, Jan. 1, 1861		$347,901 28

Compared with the previous year the earnings show an increase of $88,574 76

With an increase in expenses of 145,463 83

The decrease in net earnings is therefore $56,589 07

The expenses of transportation department have been increased $18,720 06; of machinery de-

partment, $31,758 74; of road department, $80,497 74. The general expenses have also increased $14,487 29.

The working expenses have been 72.14 per cent. of the revenue—an increase over 1859 of 8.78 per cent.

The large expenditures in 1860 were rendered necessary by the general bad condition of the track between Baltimore and Bridgeport, and also the worn down condition of the engines, freight and passenger cars. The policy adopted by the management in 1859, was carried out during the year in regard to rebuilding and improving the track, road-bed and superstructures, as well as improving the condition of the motive power and rolling stock. In order that the road might be worked with economy and regularity, and dispatch given to the business offering, it became necessary to expend the sum of $145,000 over and above a fair allowance for regularly working and maintaining the property in a condition to meet the requirements of the public, as well as the expectation of those interested in its success.

The total number of passengers carried during the year was 363,076; the total number of tons of paying freight was 592,769; in addition to which there were transported for the company's use some 75,000 tons of materials and supplies—making the entire tonnage 667,769—an increase of 60,000 tons over the previous year.

The company own 41 locomotives, which have run during the year 785,560 miles at a cost of 9.9. Six of the freight engines have been altered to burn anthracite coal—which caused considerable saving in the cost of fuel.

The company have 1,754 cars—of which, 31 are passenger, 8 baggage, 785 coal, and the balance are lumber, lime, wood, stock and ore cars. Total value of rolling stock, $444,741 37. Total number rebuilt, 223; to be rebuilt, 57.

The company have 138 miles of main road and 16.4 of side track between Baltimore and Sunbury; and 1⅓ miles of side track, and 12 miles of main track, on the Wrightsville road—making the whole road owned and leased by the company 168 miles.

We give the report of the president of the company entire. It is as follows:

When we submitted our last annual report we entertained the hope of being able at this time to make one more gratifying than we fear this will be, although from that report it was not to have been expected that the Company could at an early period be extricated from their difficulties.

By a careful examination of the report made by the President and Directors who preceded us, it will be seen that there was a floating debt of $642,129—after adding the coupons due the next day, and after giving credit for the cash assets. A part of this debt was secured by the bonds of the Company, of which the market value may have been $320,000, leaving, to be provided for, the sum of $322,000; there were also suits and claims for a very large amount, which have been for the most part paid and settled by the present Board.

Such was the condition of the bed of the road from Baltimore to Bridgeport that we had to relay with new iron twenty-one miles; and upon the balance, between the points named, to expend large sums, as you will find by reference to the report of the General Superintendent.

The machinery of the road was in as bad a condition as the track. In the first year we had to expend $58,000 in repairs of machinery, and to purchase $121,279 37 of machinery and cars. Had the revenue of the Company not exceeded our expectations, we could not have overcome the difficulties which we have enumerated, even at the heavy rate of interest we have been compelled to submit to. The large increase in our business alone justified the paying of this interest to sustain our credit.

To meet our engagements with the State of Maryland, pay the interest on our bonded debt, meet the floating debt, pay for the material, rolling stock and cars absolutely required, was impossible, notwithstanding our large increase of revenue.

Under these circumstances it was difficult to decide which was to be left unpaid. To suffer protest upon our floating debt was to put an end to any purchases upon credit; if we failed to pay the interest upon our bonds, the parties with whom they were hypothecated having a right to sell upon defalcation in payment, would sacrifice them immediately for any balance they might have against us, and the only thing left us was to trust to the forbearance of the State of Maryland.

The State had a deep interest in this road, which was helping to build up her metropolis, and although she did not receive her interest promptly, yet she received a large increase of revenue annually by her taxable property being enhanced in value, and she did not require the money in her treasury unless it was for the Eastern Shore Railroad.

In trusting to the State we have been mistaken. The Comptroller of the State, by his counsel, has harrassed us by every possible and uncalled-for proceeding.

Had the State of Maryland not sued the Company, it is more than probable that we should have been able to have borrowed an amount which would have paid the interest in January, and in the present State of the money market, could have borrowed enough to have paid the State the amount sued for, especially as the stock of the Company is likely to get into the hands of such holders as could be relied upon for relief.

When the State commenced proceedings against the Company, the first of November last, it was almost impossible to borrow money even upon undoubted securities. To sustain the Company, John S. Gittings & Co. had then advanced us $120,000 and upwards; raised in part by them upon pledge of their own assets and those of their senior partner.

Of the $2,500,000 loan (1885 bonds,) a large part of the avails actually went into the treasury of the State, and had it not been for them, it is doubtful whether the State would have received any part of the annuity stipulated to be paid, and this should have entitled those bondholders to the consideration and forbearance of the State. The parties most entitled to the sympathy of the stockholders are the holders of those bonds of 1885 and the holders of the contractors' bonds, and it is the duty of the stockholders to make some arrangement to satisfy them. We would propose to fund the interest now due, and the interest due in July, by which means the Company will be able to meet the demands of the State, and the floating debt; after which there can be no doubt of the Company's ability to pay demands as they accrue, even should the revenue not increase to the extent reasonably to be expected. The interest can then be paid on the 1st of January, 1862, and under such an arrangement the bonds will, as soon as public confidence is restored, command the prices at which they were sold, and probably more.

The quantity of coal transported over the road during the year amounted to 239,817 tons, viz: from Sunbury, 95,121 tons; from Trevorton, 51,569 tons; from Millersburg, 69,452 tons; from Dauphin, 10,559 tons; from Wrightsville, 1,302 tons; and from the Lackawanna and Bloomsburg Railroad, 11,814 tons—an increase of 17,286 tons over 1859. Of the above amount, 14,997 tons were carried north over the Sunbury and Erie Railroad, which was worked by this Company up to July last. The quantity carried to Baltimore was 114,382 tons, an increase of 14,382 tons over 1859. The balance, 110,438 tons, was delivered at way stations, as follows: at Woodbury, 1,223 tons; at Ashland, 16,954 tons; at York, 19,032 tons; at Bridgeport, 24,781 tons; at Dauphin, 14,585 tons; and the remainder at various unimportant points upon the line of the road.

The amount of revenue derived from the transportation of coal during the year was $440,803 85.

The quantity of coal used by the company was 16,823 tons costing $49,883 07; of wood, 20,455 cords, costing prepared, $40,227 61; of oil, 20,903 galls., costing $12,960 18.

CONDENSED BALANCE SHEET.

Construction of railway from Baltimore to Bridgeport		$3,780,702 39
Do., from Bridgeport to Sunbury		3,138,952 40
Do., Canton Extension (unfinished)		317,378 68
Total cost of road		$7,237,033 47
Real estate		316,582 52
Rolling stock		855,889 21
Cash and cash items		77,278 85
Bonds, debt and stock of Wrightsville, York and Gettysburg Railroad Company	$208,761 25	
Bonds and stock of other Companies	6,237 00	
		214,998 25
Sinking funds:—same as last report		277,639 99
Materials, tools, etc., on hand		62,429 06
		$9,041,851 35
Capital stock, 45,200 shares (50 shares in scrip)		$2,260,000 00
Loans secured by mortgage		5,040,300 00
Debt to City of Baltimore, which, upon the completion of the road, reverts to the city		850,000 00
Bills payable	$230,614 65	
Coupon account	90,771 00	
Loan "	6,925 00	
Monthly bills	98,500 22	
Dividend account—W., Y. & G. Railroad Co.	4,431 41	
State of Maryland	92,500 00	
Individuals and corporations	14,184 18	
		537,926 46
Private Switch grants		3,223 61
Bonds for right of way		2,500 00
Surplus profits		347,901 28
		$9,041,851 35

A comparison of the above balance sheet with that of the preceding year shows an *increase* in construction account of $158,352; in real estate, of $960; and in rolling stock, of $5,546; a *decrease* in cash and cash items of $88,774; in investments, of $36,700; and in materials and tools, of $5,151. The sinking funds remain the same. The outstanding liabilities have decreased $213,576. The following is a comparative statement of the account for the two years:

	1859.	1860.
Bills payable	$485,549	$230,615
Coupon account	81,881	90,771
Loan "	41,450	6,925
Monthly bills	92,165	98,500
Dividend account	4,355	4,431
State of Maryland	22,500	92,500
Individuals and corporations	23,602	14,184
	$751,502	$537,926

The loans secured by mortgage remain the same as per last report with the exception of the cou-

struction bonds, which have increased from $2,086,500 to $2,398,000. The following is the present condition of the debt:

Coupon bonds of the late Baltimore and Susquehanna R. R. Co., issued for rolling stock, redeemable 1st October, 1866. Interest payable quarterly—1st January, April, July and October	$150,000 00
Loan from the State of Maryland, in lieu of previous loans to the Baltimore and Susquehanna R. R. Co. See Laws of Maryland, 1854, ch. 260. Interest payable quarterly—27th Jan., April, July and Oct	1,500,000 00
1st mortgage coupon bonds of the late York & Cumb. R. R. Co., issued for the completion of the road, redeemable 1st May, 1870. Interest payable semi-annually—1st May and November	175,000 00
2d mortgage conpon bonds of the late York & Cumberland R.R. Co., issued to contractors for the completion of the road, redeemable 7th Jannary, 1871. Interest payable semi-annually—7th Jan. and July.	25,000 00
Bonds of the late York & Cumberland R. R. Co., issued in aid of the late Susquehanna R. R. Co., and gnaranteed by the City of Baltimore, redeemable 1st January, 1877. Interest payable semi-annually—1st January and July	500,000 00
Contract bonds of the Nor. Cen. Railway. Co., issued "for work done for the Susq. R. R. Co., prior to 9th Dec. 1854," redeemable 15th Jan. 1875. Interest payable quarterly—15th Jan., April, July and Oct. Total loan $300,000. Issued	292,300 00
Bonds of the Nor. Cen. Railway Co. issued for construction of the road from Bridgeport to Sunbury and Tide-Water, Canton, redeemable 1st July, 1885. Interest payable semi-annually—1st Jan. and July. Total loan $2,500,000. Issued	2,398,000 00
	$5,040,300 00

The office of the company is at Baltimore, Md. The officers and directors for the ensuing year are as follows:

President—ANTHONY B. WARFORD.

Vice-President—JOHN D. CAMERON.

Directors on the part of the City—Peter Mowell, Peter Sauerwein.

Directors on the part of the Stockholders—Simon Cameron, John S. Gittings, E. C. Biddle, William T. Walters, William Colder, Jr., A. E. Kapp, Alexander Small, J. S. Haldeman, John D. Cameron, John A. Wright, William J. Palmer, J. R. Eby.

Secretary—ROBERT S. HOLLINS.

Treasurer—JOHN S. LEIB.

Superintendent—JAMES. C. CLARKE.

North Carolina Railroads.

The Legislature of North Carolina, at its late session, granted charters for two railroads, either of which would make a connection between the North Carolina Central and the Richmond and Danville Railroads. One charter authorizes a line from company shops, a depot on the North Carolina Central, in Alamance County, to Milton, in Caswell county, looking to a connection with the Richmond and Danville Railroad, at Barksdale depot; the other provides for a line from Greensboro' to Leaksville, North Carolina, at which point a connection could be made with the Dan River Coalfield Railroad. No money was appropriated to either route; and hence, to insure success to either scheme, the people interested must come forward and raise the necessary amount by private or corporate subscription.—*Danville Register.*

New London Northern Railroad Company.

The stockholders of this Company will meet on the 30th inst. at the office of the Trustees of the New London, Willimantic and Palmer Railroad Company, to consider the subject of forming one corporation, under the name of the New London Northern Railroad Company.

Minnesota Mining Company.

The annual meeting of this company was held on the 20th inst., a semi-annual dividend of 10 per cent. or $5 per share, was announced, payable 1st of July next. The following is a synopsis of the Director's Report for the year 1860:

Rough copper produced	2,150½ tons.
Yield of pure metal	73¾ per cent.
Market value of product	$656,000
Mining cost	446,000
Net earnings, about	210,000
Dividend declared for July 1	100,000

Showing an increase of 32 per cent. in the production of the mine, and of 60 per cent. in net earnings over the previous year (1859). The present appearance of the mine, and its prospects for the current year, are reported to be most favorable. The old officers of the Company were unanimously re-elected.

Immigration into the United States.

During the past year 179,691 immigrants came to the United States. Their nationality was as follows: England, 13,001; Ireland, 48,637; Great Britain and Ireland, 14,513; British America, 4,514; France, 3,961; Germany, 50,746; Prussia, 3,745; China, 5,467; United States (return passengers) 26,051; all others, 9,056. Their ages and sexes were as follows:

Ages.	Males.	Females.	Sex not stated.	Total.
Under 5 years	5,739	5,743	—	11,482
Between 5 & 10	4,535	4,259	—	8,794
" 10 & 15	4,575	3,769	—	8,344
" 15 & 20	18,402	17,166	—	35,568
" 20 & 25	23,879	15,638	—	39,517
" 25 & 30	20,123	9,664	—	29,787
" 30 & 35	11,500	4,764	—	16,264
" 35 & 40	8,543	4,240	—	12,783
Forty and upwards	11,198	5,597	..	16,795
Age not stated	177	94	86	357
Total	108,671	70,934	89	179,691

The number and occupation of the immigrants for four years past has been as follows:—

Occupations.	1857.	1858.	1859.	1860.
Merchants	12,114	10,217	12,495	11,207
Mechanics	18,074	11,995	13,092	13,033
Mariners	990	1,109	826	1,007
Miners	5,660	4,254	9,510	3,834
Farmers	34,702	20,506	16,323	21,742
Laborers	43,249	22,317	21,696	31,268
Lawyers	78	113	166	116
Physicians and surgeons	147	178	253	221
Clergymen	173	132	157	183
Servants, males	60	53	259	151
Servants, females	1,262	1,089	1,022	1,284
Other occupations, males	1,359	1,729	1,686	2,096
Do. females	397	345	405	479
Not stated, males	46,161	17,183	19,739	23,864
Do. females	107,556	53,386	57,899	69,140
Do. sex not stated	....	300	481	86
Total	271,982	144,906	155,509	179,691

The total number of immigrants, with their sex, coming to the United States for the past 17 years have been 4,386,441, as follows:

Years.	Males.	Females.	Sex not stated.	Total.
Sept. 30, 1843, to Sept. 30, 1844	48,897	35,867	.....	84,764
Do. 1844, do. 1845	69,179	49,311	1,406	119,896
Do. 1845, do. 1846	90,974	66,768	897	158,649
Do. 1846, do. 1847	139,167	99,325	990	239,483
Do. 1847, do. 1848	136,128	92,883	472	229,482
Do. 1848, do. 1849	179,256	119,915	512	299,683
Do. 1849, do. 1850	200,904	113,392	1,038	315,334
Do. 1850, to Dec. 31, 1850	38,282	27,107	181	65,570
Dec. 31, 1850, do. 1851	246,017	163,745	66	408,828
Do. 1851, do. 1852	235,731	160,174	1,428	397,343
Do. 1852, do. 1853	236,732	164,178	72	400,982
Do. 1853, do. 1854	284,887	175,587	.....	460,474
Do. 1854, do. 1855	140,181	90,283	12	230,476
Do. 1855, do. 1856	135,308	89,188	.....	224,496
Do. 1856, do. 1857	162,538	109,020	.....	271,558
Do. 1857, do. 1858	89,648	54,704	300	144,652
Do. 1858, do. 1859	96,078	58,743	481	155,302
Do. 1859, do. 1860	108,550	70,833	86	179,469
Total	2,637,467	1,741,033	7,951	4,386,441

Of the total arrivals the past year 131,565, or about three-fourths, came to the port of New York.

Population of the State of Missouri,

According to the Eighth Census, taken June 1, 1860.

Counties.	Whites.	Free Colored.	Slaves.	Totals.
Adair	8,436	9	86	8,531
Andrew	10,964	6	880	11,850
Atchison	4,585	5	59	4,649
Audrain	6,908	..	1,166	8,074
Bates	6,767	7	442	7,216
Barry	7,747	..	247	7,994
Barton	1,796	..	21	1,817
Benton	8,460	13	599	9,072
Boone	14,400	53	5,034	19,487
Bollinger	7,143	..	245	7,388
Buchanan	21,807	43	2,011	23,861
Butler	2,837	2	52	2,891
Carter	1,212	2	20	1,234
C. Girardeau	13,962	53	1,532	15,547
Cass	8,778	4	1,011	9,793
Caldwell	4,810	2	222	5,034
Carroll	8,707	..	1,068	9,775
Camden	4,769	..	206	4,975
Calloway	12,901	27	4,527	17,455
Cedar	6,422	6	211	6,639
Chariton	9,686	45	2,837	12,568
Clark	11,217	12	455	11,684
Clay	9,548	21	3,456	13,025
Clinton	6,685	19	1,144	7,848
Cooper	13,553	5	3,800	17,358
Christian	5,262	..	229	5,491
Cole	8,638	71	987	9,696
Crawford	5,645	..	182	5,827
Dade	5,726	..	347	7,073
Dallas	5,777	1	114	5,892
Daviess	9,247	..	358	9,605
Dent	5,498	..	156	5,654
DeKalb	5,081	6	137	5,224
Douglas	2,415	..	....	2,415
Dunklin	4,855	..	171	5,026
Franklin	16,465	18	1,600	18,083
Gasconade	8,642	9	76	8,727
Gentry	11,862	..	118	11,980
Greene	11,512	6	1,668	13,186
Grundy	7,602	6	287	7,895
Harrison	10,602	..	25	10,627
Henry	8,619	1	1,244	9,864

Hickory	4,507	3	195	4,705
Holt	6,241	..	309	6,550
Howell	3,133	..	36	3,169
Howard	9,986	74	5,889	15,949
Iron	5,529	..	313	5,842
Jackson	18,934	36	3,944	22,914
Jasper	6,533	15	335	6,883
Jefferson	9,761	19	564	10,344
Johnson	12,744	4	1,896	14,644
Knox	8,435	7	284	8,726
Lafayette...	13,724	..	6,367	20,091
Lawrence ..	8,563	..	284	8,847
Laclede	4,875	..	305	5,180
Lewis	10,981	26	1,279	12,286
Linn	8,535	..	577	9,112
Lincoln	11,358	20	2,836	14,214
Livingston..	6,812	..	605	7,417
Macon	13,673	13	660	14,846
Madison	5,179	18	467	5,664
Marion	15,737	84	3,017	18,838
Marles	4,830	7	64	4,901
McDonald ..	3,970	7	72	4,049
Mercer	9,276	..	24	9,300
Miller	6,573	1	238	6,812
Mississippi..	3,849	..	1,010	4,859
Monroe	11,737	27	3,021	14,785
Montgomery	8,061	10	1,648	9,719
Moniteau ...	9,374	5	745	10,124
Morgan	7,545	8	649	8,202
Newton	8,847	52	426	9,325
New Madrid	3,862	14	1,777	5,653
Nodaway ...	5,126	..	127	5,253
Oregon	2,983	..	26	3,009
Osage	7,623	..	256	7,879
Ozark	2,379	25	43	2,447
Perry	8,867	22	739	9,128
Pemiscot ...	2,681	12	268	2,961
Pettis	7,508	2	1,982	9,492
Pike	14,308	56	4,056	18,420
Polk	9,470	13	512	9,995
Platte	14,986	42	3,313	18,341
Phelps	5,828	2	84	5,914
Pulaski	3,778	..	56	3,834
Putnam	9,177	..	31	9,208
Ralls	6,791	10	1,791	8,592
Randolph ..	8,776	11	2,619	11,406
Ray	12,037	7	2,047	14,091
Reynolds ...	3,135	..	38	3,173
Ripley	3,666	3	78	3,747
St. Louis ...	175,557	1,626	4,352	181,535
St. Charles .	14,317	27	2,181	16,525
St. Clair	6,226	9	574	6,809
St. Francois.	6,311	59	878	7,248
Ste.Genevieve	7,342	70	617	8,029
Saline	9,800	24	4,876	14,700
Scott.....	4,730	14	503	5,247
Scotland....	8,742	..	132	8,873
Schuyler ...	6,658	..	39	6,697
Shanon	2,271	..	13	2,284
Shelby	6,572	5	724	7,301
Stone	2,385	..	16	2,401
Stoddard ...	6,659	3	215	7,877
Sullivan	9,095	1	102	9,198
Taney	3,489	5	82	3,576
Texas	6,011	2	56	6,069
Vernon	4,712	2	65	4,779
Washington.	8,681	16	1,028	9,725
Warren	7,799	6	1,034	8,839
Wayne	5,361	7	260	5,628
Wright	4,442	..	66	4,508
Webster	6,879	..	320	7,099
Totals	1,055,369	2,983	114,965	1,173,317

Pennsylvania Railroad Coal Trade for 1860.

The amount of coal moved on the Pennsylvania Railroad during the fiscal year ending December 31, 1860, was 606,660 tons—of which 122,281 tons were delivered at Philadelphia, 138,989 at Pittsburg, 261,952 at way stations, and 83,438 used by the company. The amount of coal moved by the Baltimore and Ohio Railroad during the official year ending September 30, 1860, was 502,303, of which 74,510 tons were for the company's use. The Pennsylvania Railroad Company is therefore a larger coal consumer by 8,928 tons, and a larger coal carrier by 95,429 tons, than the Baltimore and Ohio Railroad Company.

Foreign Commerce of the United States.

Statement exhibiting the foreign commerce of each State from July 1, 1859, to June 30, 1860.

States.	Exports of—American Produce.	Exports of—Foreign Produce.
Maine	$3,324,426	$345,129
New Hampshire	2,722	603
Vermont	257,083	526,619
Massachusetts	15,246,419	1,756,858
Rhode Island	211,947	8,949
Connecticut	731,776	11,405
New York	126,060,967	19,494,482
New Jersey	39,343	.....
Pennsylvania	5,542,815	85,512
Delaware	87,426	.....
Maryland	8,804,606	196,994
District of Columbia..	4,413	.....
Virginia	5,833,371	24,653
North Carolina	760,094	.....
South Carolina	21,193,723	11,614
Georgia	18,483,038	.....
Alabama	38,670,183	.....
Florida	1,299,852	30,378
Louisiana	107,812,580	605,218
Texas	5,856,934	927,000
Ohio	284,810	.....
Michigan	3,826,932	.....
Illinois	1,165,183	.....
Wisconsin	187,111	.....
California	7,388,394	2,907,608
Oregon	113,126	.....
Total	$373,189,274	$26,933,022

	Total exports.	Tot. imports.
Maine	$3,669,555	$1,716,075
New Hampshire	3,325	18,055
Vermont	783,702	2,731,857
Massachusetts	17,003,277	41,187,539
Rhode Island	220,896	495,932
Connecticut	743,181	1,419,726
New York	145,555,449	248,489,877
New Jersey	39,343	5,423
Pennsylvania	5,628,327	14,634,279
Delaware	87,426	2,001
Maryland	9,001,600	9,784,773
District of Columbia .	4,413	8,278
Virginia	5,858,024	1,336,249
North Carolina	760,094	365,931
South Carolina	21,205,337	1,569,570
Georgia	18,483,038	782,061
Alabama	38,670,183	1,050,310
Florida	1,330,230	336,931
Louisiana	108,417,798	22,922,773
Texas	6,783,934	2,436,408
Ohio	284,810	259,584
Michigan	3,826,932	976,179
Illinois	1,165,183	60,214
Wisconsin	187,111	3,425
California	10,296,002	9,580,868
Oregon	113,126	1,936
Total	$400,122,296	$362,166,254

Illinois Central Railroad.

The following is a statement of freight received at Cairo, Ills., mostly for shipment south during the year 1860:

	Total weight of way bill.	Freight prepaid.	Freight unpaid.
January	16,504,808	148,300	39,402 76
February...	17,637,234	133,425	42,615 39
March	16,040,111	137,417	36,041 71
April	14,855,677	170,013	27,781 53½
May.....	10,994,902	90,267	18,859 12
June.....	9,877,440	60,198	15,780 95
July.....	6,269,902	28,599	11,286 41
August.....	8,847,655	81,251	15,870 80
September..	11,409,741	167,784	23,033 26
October.....	25,053,870	379,181	53,843 88
November ..	24,275,771	448,116	51,161 07
December ..	33,156,608	679,602	69,158 38

Making a total of 196,153,709 pounds received, on which the freight amounted to $430,780 18.

During last January there were received 63,906,126 lbs., being an excess of 47,401,318 lbs. over the receipts for the same month last year. The freight on this amounted to $171,535 72, being an excess of $130,649 96 over the amount for the same month last year.

The receipts during February last were 61,129,352 lbs., being an excess of 34,492,128 lbs. over the receipts for the same month last year. The freight on this amounted to $141,804 09, being an increase of $97,855 45 over the amount for February, 1860.

Railroad Earnings.

The earnings of the Little Miami and Columbus and Xenia Railroad for February, 1860, were $91,436 96
February, 1861 ..... 73,505 59

Decrease $17,931 37

The earnings of the Cincinnati, Hamilton and Dayton Railroad for Feb'y, 1861, were. $47,267 83
February, 1860 ..... 41,911 35

Increase. $5,356 48

The earnings of the Housatonic Railroad for the month of February, 1860, were .. $17,492 05
February, 1861 ..... 11,781 49

Decrease $5,710 56

Of this $47,868 was in freight.

The traffic of the Great Western Railway of Canada for the week ending March 15, 1861, was as follows:

Passengers	$18,314 35
Freight and live stock	30,807 97
Mails and sundries	1,315 08
Total	$50,437 40
Corresponding week last year	44,934 32
Increase	$5,503 08

The following are the earnings of the Great Western Railway of Canada for the week ending March 8, 1860:

Passengers	$17,590 58
Freight and live stock	26,889 57
Mails and sundries	1,316 58
Total	$45,796 72
Corresponding week of last year.....	42,497 43
Increase	$3,299 29

The receipts of the Grand Trunk Railway of Canada for the week ending March 16th, 1861, were $72,795 03
Corresponding week, 1860 ..... 70,915 67

Increase $1,879 35
Tot. traffic from July 1, 1860, to date, $2,398,976 03
Corresponding period, 1859 ..... 1,969,391 10

Increase $429,584 93

The earnings of the Hannibal and St. Joseph Railroad for the months of January and February were as follows:

	1860.	1861.
January	$43,021 00	$35,808 00
February	54,071 00	34,472 00
Total	$97,092 00	$70,280 00
Decrease		$26,812 00

The earnings of the Cincinnati, Wilmington and Zanesville Railroad for February were $12,601 57, and the expenses $10,326 61—net earnings $2,275 91. The balance on hand with the Receiver, February 1, was $19,411 31. Received during the month of February, from back balances and current business, $17,326 83. Total, $36,738 14.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	...	...	...	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '59	22.5	—	....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N.Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	.....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	...	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	184,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	205,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	93
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	74
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	8½	88½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.0	—	66	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,228	4	73½
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,960	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	81½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	20.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
21 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	78.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,550,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	....	....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,063	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &,	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225.577	.....	—	....
31 Mar. '59	206.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,619	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	156,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	---	---	-----	Penobscot	328,412	----------	----------	180,497	300,000	75,000	----------	----------	----------	----------	----------	—	-----
31 May, '59	54.7	.....	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	.....	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	----------	----------	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	.....	.....	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	----------	----------	37.0	----------	55,403	28,404	—	.....
31 May, '59	18.5	—	—	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	----------	----------	----------	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	----------	3,922,203	2,305,788	6	58½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	----------	----------	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '59	133.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,260,000	5,578,800	756,641	9,007,606	218.0	----------	929,527	340,515	—	14
								MASSACHUSETTS.													
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	-----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	----------	544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	115
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	----------	685,631	349,487	8	111
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	—	5,327,667	83.7	525,954	1,045,683	439,284	8	112½
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,890	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	----------	297,096	153,154	8	86
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	----------	----------	120.7	----------	719,234	367,083	2	71½
30 Nov. '59	19.9	1.3	3.6	—	---	---	-----	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	341,803	659,485	267,450	6	101½
30 Nov. '60	14.0	2.4	.....	—	3	3	87	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	96½
30 Nov. '59	24.9	—	2.0	—	---	---	-----	Hampshire and Hampden	577,582	----------	----------	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	-----
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	-----
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	-----
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,896	—	220,240	221,600	211,693	653,533	36.0	75,866	51,328	14,087	—	-----
30 Nov. '59	8.6	—	.....	23.4	---	---	-----	N. York and Boston Air Line	673,302	----------	----------	223,176	675,000	2,853	901,029	8.4	20,888	22,531	----------	—	-----
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	-----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	----------	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	-----
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	163,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	---	---	-----	Stockbridge and Pittsfield	448,700	----------	----------	448,700	----------	----------	451,000	ope	r. by Ho	usaton.	31,490	7	-----
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
30 Nov. '59	6.1	—	.....	36.5	---	---	-----	Troy and Greenfield	478,048	----------	----------	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	-----
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	16
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	----------	1,881,352	888,254	8	116
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	61½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
30 Sep. '59	57.0	—	.....	—	---	---	-----	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	----------	----------	----------	—	-----
30 Sep. '60	188.0	—	.....	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,369	188.0	----------	365,038	144,270	—	-----
-- --	--	—	-----	—	---	---	-----	*Flint and Pere Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
-- --	--	—	-----	183.0	---	---	-----	*Grand Rapids and Indiana*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	----------	2,417,915	886,697	—	58
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	----------	2,019,425	777,273	—	17½
-- --	--	—	-----	89.8	---	---	-----	*Port Huron and Milwaukee*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
								MINNESOTA.													
-- --	'59	—	—	620.0	---	---	-----	*Minnesota and Pacific*	----------	----------	----------	----------	600,000	----------	----------	----------	----------	----------	----------	—	-----
-- --	'59	—	—	175.0	---	---	-----	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	----------	----------	----------	----------	—	-----
-- --	'59	—	—	112.5	---	---	-----	*Minneapolis and Cedar Rapids*	----------	----------	----------	----------	600,000	191,130	----------	----------	----------	----------	----------	—	-----
-- --	'59	—	—	200.0	---	---	-----	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	----------	----------	----------	----------	—	-----
-- --	'59	—	—	60.0	---	---	-----	*Root River Valley*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----------	584,342	328,092	—	-----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----------	176,462	116,433	—	-----
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----------	250,047	121,659	—	-----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	----------	----------	----------	—	-----
31 Aug. '60	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	-----
31 Oct. '58	168.8	—	.....	68.0	---	---	-----	*North Missouri*	5,396,527	235,994	—	2,620,000	8,250,000	48,006	6,018,106	168.0	----------	256,159	----------	—	-----
-- --	--	—	-----	—	---	---	-----	*Platte County*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	-----
28 Feb. '59	163.0	19.0	.....	119.0	28	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	----------	676,310	301,503	—	-----
31 Oct. '58	19.0	—	.....	264.0	---	---	-----	*South-Western Branch*	1,226,010	----------	----------	66,974	1,400,000	----------	----------	----------	----------	----------	----------	—	-----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	-----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	---	---	-----	Ashuelot	506,000	----------	----------	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	-----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.6	----------	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	28	Cocheco	825,200	*	—	389,047	420,863	13,070	858,264	28.1	----------	51,698	21,866	—	-----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	---	---	-----	Concord and Portsmouth	250,000	*	—	250,000	----------	----------	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	---	---	-----	Contoocook River	200,000	----------	----------	200,000	----------	----------	200,000	14.6	4,182	16,603	1,528	—	-----
30 Nov. '59	16.5	—	.....	—	---	---	-----	Eastern	525,205	----------	----------	492,500	----------	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	-----
31 Mar. '59	26.8	—	.....	—	---	---	-----	Manchester and Lawrence	1,000,000	----------	----------	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	107½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	----------	59,774	21,156	—	-----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	58½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	-----
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	---	---	-----	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	183,888	----------	76.0	----------	269,605	127,241	—	-----
30 Nov. '59	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	----------	----------	96.2	----------	2,378,392	1,189,399	12	114
30 Nov. '59	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	----------	60.2	----------	152,155	66,453	—	-----
31 Dec. '60	64.0	—	.....	30	21	258		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	---	---	-----	Long Dock	800,000	126,000	—	----------	1,488,121	----------	----------	----------	----------	----------	----------	—	-----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	----------	255,236	107,321	6½	-----
31 Dec. '60	33.8	—	.....	—	---	---	-----	New Jersey	3,589,031	394,228	1,286,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.8	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	----------	----------	----------	----------	----------	----------	----------	—	-----
30 Sep. '59	13.5	—	.....	—	---	---	-----	Paterson and Hudson	630,000	*	—	630,000	----------	----------	630,000	ope	r. by N.	Y. & E.	53,400	8	-----
30 Sep. '59	15.0	—	.....	—	---	---	-----	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	-----
30 Nov. '59	18.7	—	.....	—	---	---	-----	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	-----
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	----------	----------	216,794	----------	56,582	----------	----------	----------	15 344	8,268	—	-----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,065	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	50,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,710	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	46
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	.....	97.5	.....	343,021	154,369	—	11
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	32½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,065,752	.....	.....	152.9	.....	1,142,851	433,716	—	16
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sackette Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	60,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	17	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	100
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,782	855,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	120
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	35½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	883,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	460,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	.....	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	—
31 Dec. '59	110.8	2.3	36.6	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	.....	1,430,512	881,609	—	82
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	.....	389,622	212,954	—	86½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,459	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	—	44
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	....	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,300,000	—	.....	200.5	48,677	1,236,597	471,712	6½	37½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,563	29,690	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------	------	-------	-------	-------	------	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	-------	-------	-------	------	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	-------	1,321,847	33.0	-------	96,227	54,582	------	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	-------	-------	------	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	-------	-------	29.6	-------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	---	---	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	-------	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	-------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	-------	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	------	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	------	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	------	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,819,554	164.5	-------	341,190	125,871	------	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	------	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	------	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,833	-------	-------	----	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	------	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859	†	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	-------	-------	-------	-------	—	----
1859	100.0	—	30.6	55.8	---	---	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	-------	-------	-------	-------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859	-------	-------	-------	-------	-------	-------	-------	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	------	----
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	-------	-------	-------	Winchester and Alabama	-------	-------	—	216,962	413,000	408,477	-------	30. 0	-------	1,248	-------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	------	----
-- -- '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	------	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275-000	240,000	177,586	-------	50.0	31,300	32,670	-------	------	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196.568	—	----
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	------	----
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	------	----
								VERMONT.													
31 May, '59	90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	-------	-------	90.7	98,856	192,122	82,001	—	----
31 Aug. '59	119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,856	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	----
31 Aug. '59	62.0	----	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	-------	-------	1,780,683	62.0	175,830	172,826	37,124	—	----
30 Jun. '59	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	----
30 Jun. '59	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	-------	—	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	81
31 Aug. '59	23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	-------	1,308,864	23.7	47,324	43,998	10,493	—	----
31 Aug. '59	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	------	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	-------	-------	-------	-------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,600,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,056	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7⅛	----
30 Sep. '59	140.5	2.7	12.0	—	22	20	410	Richmond and Danville	3,211,828	447,840	—	1,980,997	907,491	42,068	-------	143.2	240,130	554,203	292,968	4	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	-------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,063	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	-------	55.0	-------	-------	-------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	-------	-------	-------	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	-------	7,500,000	234.4	-------	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	-------	-------	346,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
1 Jan. '58	104.0	—	----	38.8	---	---	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	-------	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	-------	-------	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	-------	-------	-------	-------	-------	81.0	166,245	-------	-------	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	-------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	-------	-------	-------	-------	-------	24.0	37,081	-------	-------	—	----
-- -- '59	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	-------	-------	-------	-------	-------	96.6	254,530	-------	-------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	89,222	-------	-------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
30 Nov. '58	29.9	0.9	----	79.3	---	---	----	European & North American	2,100,356	*	—	-------	-------	-------	-------	29.9	-------	-------	-------	—	----
-- -- '59	60.0	—	----	—	---	---	----	New Brunswick and Canada	988,746	*	—	868,493	-------	70,253	938,746	60 0	-------	-------	-------	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	---	---	----	Nova Scotia	-------	-------	-------	-------	-------	-------	-------	61.5	-------	-------	-------	—	----
								NEW GRANADA.													
1 Dec '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	708,000	4,976,000	2,490,236	44,000	9,302,828	48.7	-------	1,550,378	1,936,181	13	117

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	800,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	104
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	99
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	78
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	17½
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	80
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	---	------	----
***Columbus, Piqua and Indiana:**				
------	------	---	------	----
------	------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	105
1st Mortgage (E. Extension)	1,500,000	---	1875	100
2d Mortgage	2,600,000	---	1881	99
Income (due 1862, '65 and '67)	1,263,170	---	var.	83
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	68,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	45
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	98½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105½
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	89
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	102
Construction	4,115,000	6	1875	102
Free Land	3,000,000	7	1860	102½
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	84,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	---

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17½
2d Land Grant (Western Div.)	353,600	†	------	17½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	961,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	103
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	82
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	90
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	88
Goshen Air Line	1,335,000	†	1868	85
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	86
2d Mortgage	2,175,000	†	1877	67
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	*400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	854,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,085	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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----------	----------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	97
Premium Consolidated Stock	8,000,000	6	1883	97
Real Estate	221,000	6	1883	97
New Convertible	3,000,000	7	1864	102
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1859	103
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	90
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	61
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	100
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	96
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1868	----
Ohio and Mississippi (Ill.):				
----------	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
----------	----------	†	------	----
Peru and Indianapolis:				
----------	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	800,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	650,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,800	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	300,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
2d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	6	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	.....	.....	.....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	.....	7	.....	17½
2d Mortgage	.....	....	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	.....	.....	.....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
Wilmington and Manchester:				
1st Mortgage	596,000	....	1866	70
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1858	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	300,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending March 27, 1861.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
FEDERAL STOCKS:—						
U. S. 5s, 1874	89½	89	89½	89⅝	89½	89½
U. S. 5s, 1865	....	....	....	90	....	....
STATE STOCKS:—						
California 7s	....	....	87½	87½	87½	87½
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	....	87½	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	95	....	....	....	95	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	66	66	66½	67	66⅝	66⅝
New York 5s, 1874	....	....	....	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	....	82	....	81½	81½	81
Ohio 6s, 1870	98	....	....	....	....	....
Tennessee 6s, 1890	....	75	75½	76½	76	76
Virginia 6s	78½	78½	79	79½	79	79
RAILROAD SHARES:—						
Chicago, Burl. and Q.	72	72	73	72½	74	74
Chicago and Rock Isl.	58	58½	59	59	58½	58⅝
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ash.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	9½	....	....	....
Clev. and Toledo	35	35	35⅛	36	36	35⅛
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	71½	72½	72½	73	73½	71
Hudson River	45	45	45½	46	46	46
Illinois Central (scrip)	81½	82	82	82	82	81½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	57	57	58	58⅛	58½	58
M. S. and N. I. guar'd	36½	37	37½	39	39	38½
M. S. and N. I.	16½	16½	17	17⅛	18	17½
Milwaukee and Miss.	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	78	78½	78½	79½	79	78½
New York and Erie	30½	32	31½	32½	32	32½
N. York and Harlem	16	15½	16½	16½	16½	16½
N. Y. and H. "pref."	39½	39	40	41½	41½	41
Panama	116½	116½	116	117	118	117½
Phila. and Reading	43½	44	44½	44½	45	44½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	40	....	41½
" " 2d M.	....	....	....	17	....	17½
" " S. F.	78	80	....	....	81½	....
Cl. & Tol. S. F. 7 p.c. '85	77½	79	....	....	80	....
D. L. & W. 1 M. 8 p.c. '71-5	100	....	....	....	....	....
" 2 M. 8 p.c. '81	95	....	95½	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	98	....	98	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	46	....	....
Hudson R. 1 M. 7 p.c. '69	105½	....	....	105½	105½	....
" 2 M. 7 p.c. '60	....	89	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	....	89	....
Illinois Centr. 7 p.c. '75	100½	....	100½	102	102	102
" " 6 p.c. '75	100½	....	100½	102	102	102
L. Erie & Wab. 1 M.	....	....	70	....	70	....
" " 2 M.	....	....	....	36	....	....
Mich. Cen. S. F. 8 p.c. '82	....	103	....	103	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	89	89	....	90
" " 2d M.	65	....	67	67½	67	....
" " S. F.	81½	84	87	87	86½	86
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	86	88	88	88½
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	95½	95½	....	97	....
" 1 M. 7 p.c. '64	....	....	102	....	....	....
N. Y. & E. 1 M. 7 p.c. '87	....	....	....	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	92	92	....
" 4 M. 7 p.c. '80	....	90	....	....	....	92
" 5 M. 7 p.c. '83	....	....	....	....	....	92
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	61	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	100	100	100½	100½	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Penn. 1 M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	....	....	94	....
America, Bank of	....	....	....	....	....	....
Commerce, Bank of	....	94	94	95	95	95
Merchants' Exch. B'k	....	....	....	85	....	86
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	105	105	105½	....	....
MINING STOCK:—						
Pittsburg	....	....	....	....	....	....
Rockland	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	9
MISCELLANEOUS:—						
Del. and Hud. C. Co.	89	....	....	89½	90	89½
Cumberland Coal Co.	....	7	....	7½	....	....
Penn'a Coal Co.	78	....	....	....	79½	....
Pacific Mail S. S. Co.	86	86	86	86⅞	85½	85½
Canton	14½	14½	....	14½	....	14½
Brooklyn Water W's	....	....	....	102	....	....

The following are the closing prices in the London Market on the 8th March:

United States 5 p. c. red. '74	78	to	80
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	88	to	89
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	70	to	71
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	70	to	72
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1859	86	to	88
Do. 3d do. 1883, assented	75	to	77
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27	to	28
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	84	to	86
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, March 30, 1861.

Share and Money Market.

The share market the past week has shown very little change. Everything waits upon political events. Although nothing of importance has taken place during the week, a most uneasy feeling prevails in all business circles, and an entire indisposition on the part of business men and capitalists to take any step till the future is more assured.

We are getting a plethora of gold, the banks of this city now having something over $40,000,000. This, commercially, is one of the worst signs of the times. When we are getting an unusually large amount of gold from foreign countries, we must look for a speedy decline in the demand for our products, which will in the end bring us in debt, and send our importations of the precious metals back again, from an inability to pay with the regular products of our industry. England is now our debtor and ships us gold to make good the balance against herself. As soon as she squares the account, she will curtail her purchases to the amount of the products of her manufactures she can sell us. She will purchase less bread, less cotton, and less provisions. Nor will she increase her purchases to the ordinary volume till she gets back her gold; or in other words, till we take more of her products than she takes of ours.

The same law holds good in the domestic or internal commerce of a people. The country is always debtor to the city; the merchant and manufacturer to the capitalist. When a crop fails, or a commercial revulsion or crisis happens, gold or silver as far as they can be had, must pay the debts or the balances that may exist. For this reason the gold in our banks increased very rapidly, and to an unprecedented amount after the collapse of 1857. The debtors paid up as far as

they could in specie; business revived, and as the country grew stronger, it commenced drawing from the banks, and their specie was steadily reduced till something like the normal standard was reached. Continued prosperity would have enabled the industry of the country to have taken from them every dollar not needed to pay the balances in the weekly settlements among themselves, or to meet emergencies that might arise. But the unexpected crisis of 1860 came, paralyzing business, and calling upon debtors to pay. The specie previously drawn out, and as capital, made the basis of business operations, was returned, which our banks are again hoarding, and it lies unavailing in their hands, because the business of the country has nothing to offer in exchange for it.

What is the remedy for such a state of things? None but the natural one. When there is a lack of capital for the payment of debts, it must be created. Where the market is overstocked, production must be diminished. When people find they can no longer sell, they must no longer buy. Here is the only panacea. Industry and economy must work the cure. All that legislation can do is to guarantee uniformity and stability, and the removal of all restrictions not necessary for our revenue, or a reasonable protection to our industries. Time will scatter our excessive accumulations of specie. With the accomplishment of this, matters will gradually be restored to a healthy condition, both at home and abroad, creating a market for our products, and setting industry everywhere in motion, giving employment to our capital and securing to it an ample return.

Sacramento Valley Railroad Company.

The annual meeting of this company was held in Sacramento on the 12th February. The following is an abstract of the report of the trustee for the year terminating December 31, 1860:

Balance on hand January 1, 1860	$13,650
Net earnings of the road, 1860	103,469
Total	$117,119
Of which amount there has been paid:	
For interest on first mortgage	$40,950
" " second "	32,400
" redemption of 21 bonds	18,544—91,894
Balance January 1, 1861	$25,225
Which has been appropriated and paid:	
In redemption of eight bonds	$7,144
And interest on second mort., Feb. 1. 15,000	—22,144
Leaving a balance on hand of earnings of 1860	$3,081

The total redemption of bonds to date has been $68,000.

The present represented cost of road is as follows, to wit:

Capital stock issued	$793,850
First mortgage 10 per cent. bonds	400,000
Second mortgage 10 per cent. bonds	300,000
Total	$1,493,850

The comparative cash surplus earnings for the five past years is as follows:

1856	$65,368	1859	$80,359
1857	79,813	1860	106,284
1858	90,136		

The trustee reports the completion of six miles of the California Central Railroad; but in consequence of the absence of C. L. Wilson, the principal manager, he has been unable to consummate any arrangement for working it, but expresses a hope that he will be able at the next annual meeting to report an active traffic on the whole route. He recommends that the stockholders and bondholders of the Sacramento Valley Railroad, in their individual capacity, aid the roads proposed as connecting at Folsom, where such are in the hands of parties who may be relied on to complete their project. The Superintendent's report shows a large year's business:

Total passenger earnings		$108,167 98
Freight		115,285 22
Sundry		6,797 60
Gross earnings—Total		$230,250 80
Total expenses in maintenance and operating	$106,549 92	
In additional construction and material on shipboard	19,106 33	—125,656 25
Total net receipts		$104,594 55
Number of tons of freight transported, of which 13,000 was stone, downward		48,000
Number of passengers transported		75,000
Number of miles traveled by this numb'r.		1,500,000

President—GEORGE F. BRAGG.

Directors—Georgo F. Bragg, J. Mora Moss, W. C. Ralston, G. Touchard, H. W. Harkness, N. D. Thayer, J. P. Robinson.

Lehigh Valley Railroad.

This company is the successor of the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, which was incorporated April 23, 1846. Its name was changed to that of the Lehigh Valley Railroad Company January 7, 1853. The construction of the road was commenced in December, 1852, and completed and opened for business in October, 1855. The road is 45.50 miles in length, commencing at Easton, and running via Bethlehem and Allentown, to Mauch Chunk, Pa. At Mauch Chunk it connects with the Beaver Meadow Railroad, from which it receives its coal and miscellaneous tonnage; at Allentown with the East Pennsylvania Railroad, which also serves as a feeder to it; at Bethlehem with the North Pennsylvania Railroad, upon the cars of which it passes off the coal, etc., destined for Philadelphia. At Easton its connections are the Belvidere Delaware, and the Central New Jersey Railroads.

The receipts of the Lehigh Valley Railroad for the fiscal year ending November 30, 1860, were:

From coal transportation		$514,530 40
" passengers, express and mail		78,537 79
" freight		86,840 40
		$679,908 59
The expenditures were:		
For coal transportation	$258,408 68	
" passeng's, express, etc.	41,523 09	
" freight	37,937 28	
		337,869 05
Net receipts		$342,039 54

Compared with the previous year the receipts show an increase of $154,042 11—of which $122,763 is from coal; $10,376 09 from passengers, mail and express; and $20,902 43 from freight.

Included in the above ordinary expenses is the sum of $38,206 15 for the purchase of railroad iron; $8,008 52 for iron bridge at Easton; $8,000 for loss of locomotive; $5,175 62 for damages to persons and property; and $16,264 25 for improvements at Easton, Coplay and Mauch Chunk. The sum of $60,247 79 has also been expended for permanent improvements, and charged to construction. Included in this sum is $20,962 23 for new shops, etc., at South Easton; $11,420 40 for railroad iron; $12,201 15 for second track and sidings; and the balance for depots, car-house, cross-ties, etc. The cost of the road, including the equipment now stands at $3,687,533 38. A dividend of 5 per cent. in cash has been declared out of the earnings of the past year; also an interest dividend of 7 per cent. in stock.

The number of miles run by coal and freight trains was 183,500, and receipts per mile run $3 27. The number of miles run by passenger trains was 89,490, and the receipts per mile run 87.7 cents. Total mileage of all trains, including gravel and construction trains, 329,630; receipts from all sources per mile run $2 06.

There has been 2.6 miles of second track and one mile of siding laid, and there is now in use (including the Belvidere Delaware connection) 15.6 miles of second track and 6.7 miles of sidings; 3.2 miles of second track have been graded, and there is now 10.6 miles ready for the ballast and track. The report says:

"The business of the Quakake and East Pennsylvania Railroads show a handsome increase and will no doubt continue to improve. From the former we have received about $14,800, and from the latter about $2,500."

"Two routes have been examined for connecting the Great Mahanoy Coal Field with our road, thence to Trenton and New York by the Belvidere Delaware and Central Railroads. The first by way of Mahanoy Valley to Tamaqua, thence by Little Schuylkill and East Mahanoy Railroad requiring 17 miles of new road at a cost of say $600,000. The second by way of Beaver Meadow and Quakake Railroads, thence into the eastern end of Mahanoy Valley, requiring 4 or 5 miles of new road at a cost of say $75,000. The first named route will give us a good connection with the Schuylkill Valley, and with the Sunbury and Erie via the East Mahanoy and Mt. Carmel Railroads to Sunbury. The completion of the several links spoken of, forming the connection between the rich valleys of the Schuylkill and Susquehanna and the cities of Philadelphia and New York, will have the effect of placing the Lehigh Valley Railroad foremost in the great carrying lines of the country."

"The track is now in better condition than at any former period. Almost the entire length of it has been thoroughly ballasted with broken stone or gravel. 1,900 tons of new iron has been used in repairs together with 10,643 new chairs, and 34,668 cross-ties."

The officers and managers elected on the 14th of January last are as follows:

President—J. G. FELL.

Managers—Asa Packer, William H. Gatzmer, John T. Johnston, R. F. Stockton, Elisha A. Packer, David Barnet.

Sec. and Treasurer—JOHN N. HUTCHINSON.

Engineer and Sup't—R. N. SAYRE.

☞ Dwight W. Pardee, Esq., has been chosen Treasurer of the Hartford and New Haven Railroad Company.

☞ Mr. HENRY COFFIN, formerly Superintendent of the Memphis and Ohio Railroad, has been appointed Superintendent of the Eastern Division of the Memphis and Charleston Railroad.

☞ Col. R. B. MASON, well known as the Chief Engineer and General Superintendent of the Alton and Chicago Railroad, has been appointed General Manager of the Logansport, Peoria and Burlington Railroad, in place of WM. H. CRUGER, resigned. Col. M. still retains his connection with the former road.

Pittsburg, Fort Wayne and Chicago R. R.

The following is the monthly statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad for the year ending December 31, 1860:

	Earnings.	Expenses.	No. of Passeng's.	Tonnage.
Jan'y.	$139,950.87	$108,674.87	25,360	27,114
Feb ..	152,574.28	112,017.42	26,104	36,128
March.	192,578.63	121,496.75	33,940	40,212
April..	182,565.72	115,653.81	33,088	23,746
May..	188,830.66	141,542.96	33,739	35,435
June .	165,795.59	170,051.98	34,223	34,350
July..	154,031.99	138,894.85	36,298	35,627
August	203,853.28	137,211.47	41.756	44,831
Sept ..	245,937.94	129,939.31	43,279	41,620
Oct...	286,844.02	158,487.22	51,546	50,625
Nov ..	231,252.76	134,896.21	41,366	42,477
Dec...	191,180.73	148,760.77	36,023	43,069
Tot'ls.	$2,335,396,53	1,617,627.26	436,722	465,204
In '59.	1,965,987.80	1,291,332.95	413,317	362,606
Inc	$369,408.73	$326,204.67	23,405	102,598

Finances of Alabama.

The bonded debt of Alabama State is $3,445,000; annual interest, $185,820. The domestic debt is $2,582,178, most of which draws interest, being the 16th section and University fund, etc. The Legislature has just authorized the issue of $2,000,000 in bonds, the issue of $1,000,000 in Treasury notes, and has loaned the Southern Congress $500,000. The balance in the Treasury on the 1st of January last was $298,668; net revenue during the present year estimated at $847,000; total of means, $1,172,660. Past appropriations due, $600,650; due educational fund, $285,000; State expenses, $200,000; total, $1,058,650. Total balance estimated to be in the Treasury at the close of the present year, $266,274. The expenses of the present military preparations of the State are not taken into the above estimates. They are expected to be met out of the new issue of State bonds and the issue of Treasury notes. There was no increase of taxes by the last Legislature, although the expenditures were largely increased.

Shipments of Copper for 1860.

The following is a statement of the amounts of copper shipped by the various companies in this district during the past season:

Minnesota	Mine	2,178 tons
National	"	727 "
Rockland	"	566 "
Ev. Bluff	"	42½ "
Adventure	"	38 "
Ridge	"	29¼ "
Nebraska	"	25¼ "
Carp Lake	"	20½ "
Superior	"	14 "
Hamilton	"	8 "
Aztec	"	5 "
Victoria	"	3½ "
Bohemian	"	3¼ "
Knowlton	"	2 "
Ogima	"	¼ "
Total amount of shipments		3,664¼ "

—*Ontonagon Miner.*

Chicago and Cincinnati Railroad.

At a recent meeting of this company at Logansport, Ills., the following gentlemen were elected Directors for the ensuing year: W. D. Judson, of New York; John Brandt, Jr., of Richmond; J. M. Warren, of Logansport; G. B. Ripley, of New York; Oren Sherman, of Chicago; J. W. Eldridge, of Winnemac; A. Tenney, of New York.

Albemarle and Chesapeake Canal.

This important work has so far progressed towards completion, as to be navigable for steamboats and the smaller class of coasting vessels. Since the opening for navigation, upwards of four thousand sailing vessels, steamboats and canal barges have passed through it, carrying to the markets of Norfolk, Richmond, Baltimore, Philadelphia, New York, Alexandria and the West India Islands nearly 100,000 tons of the productions of the State. Though the work is unfinished and improvements are to be made in the rivers leading to it, yet it is fair to presume *its tonnage exceeds already any other work of internal improvement in the State.*

Albemarle, Pamlico and Currituck Sounds receive the waters of the principal rivers of the State, and with them many branches are navigable for steamboats and other craft for 1,800 miles. When it is considered the vast extent of territory watered by these rivers, all bringing down the varied productions of the State, seeking an outlet to the markets of the world, then the importance of this improvement may be justly estimated.

North Carolina may also be proud of inaugurating a *new era* in canal navigation! The Albemarle and Chesapeake Canal is the *first* and *only* work in the world, perhaps, where steam is the *only motive power used.*

Then again, it is the first and largest work of the kind where steam and gunpowder are exclusively used in excavating the canals. Not a day's work was done by the "pick axe or spade" or the "shovel and the hoe."

In its capacity for navigation, it exceeds any other on the Atlantic coast, and is *four times* that of the Great Erie Canal of New York.—*Raleigh, N. C., State Journal.*

Toledo and Wabash Railroad.

The following table exhibits the revenue of the Toledo and Wabash Railway for the first half of the present fiscal year, as compared with the corresponding period of the last fiscal year:

	1859–60.	1860–61.
September	$75,788 88	$106,270 32
October	74,420 98	125,026 86
November	81,838 99	77,499 32
December	46,339 64	51,205 40
January	43,866 64	29,839 33
February	43,003 40	66,842 61
	$365,258 52	$465,373 84
Increase for six months		$100,115 91

Sale of the Attica and Hornellsville Railroad.

We learn that the sale of that part of the Buffalo & New York City Railroad between Attica and Hornellsville, occurred yesterday, at Batavia, pursuant to the decree of foreclosure of the first mortgage, and was bid off by A. Mann, Jr., Esq., at $113,000, for account of the Erie Railroad Company, which thus becomes the sole owner. We learn, also, that it is the intention of that Company to put the line into good repair and immediate use, thus securing a permanent termination at this city, with traffic arrangements with the State Line and Buffalo & Lake Huron Railroad Companies, crossing the Niagara at this city by the boat now used, until the International Bridge shall be constructed. A more convenient passenger depot for the city of Buffalo is contemplated. This new arrangement is of much importance to the city of Buffalo, as well as to the Erie Railroad Company.—*Buffalo Commercial, March* 22.

Debt of Mexico.

Annexed is what is said to be a correct statement of the liabilities of Mexico:

British bondholders' debt	$60,621,842 00
Spanish Convention	7,270,600 75
English-Spanish Convention	5,000,000 00
French Convention	263,490 00
American claims	3,000,000 00
Total of foreign gold	$76,156,183 75

(From the United States Railroad and Mining Register.)

East Brandywine Railroad.

The contractors on this road are rapidly progressing with the grading—and that part of the work is now nearly completed between Downingtown and Waynesburg. The company has purchased the rails and ties, and a large part of the rails is already delivered at Downingtown. The laying of the track will be commenced as soon as the frost is sufficiently out of the ground. It is expected that the cars will run the whole distance 17 miles, by the 4th of July.—*West Chester Record.*

Chester county, which contains 738 square miles of territory, and 74,749 inhabitants, is destined to be abundantly supplied with railroads. The *Pennsylvania Railroad* runs through the centre of the county for more than thirty miles, with a branch deflecting from it from near Paoli to West Chester 9 miles, and the East Brandywine Railroad, referred to in the above paragraph, 17 miles. About sixteen miles of the *Chester Valley* Railroad, which connects with the Pennsylvania Railroad at Downingtown and with the Philadelphia and Reading Railroad near Norristown, are in Chester county.

Through the southern portion of Chester county the *Philadelphia and Baltimore Central Railroad* passes a distance of about 30 miles, and will soon be extended farther. Of the *West Chester* direct railroad some eight miles are in Chester county, as also are about ten miles of the *Philadelphia and Reading* Railroad. Here, then, are seven roads in Chester county, comprising within the county more than 120 miles of iron road.

Hog Trade of the West.

The Cincinnati *Price Current* presents its usual annual statistics of Pork Packing in the Western States for the past and preceding season. The statement is published just three weeks earlier than last year; but as a general thing packing was two weeks later this year than last. The returns are made by counties, but we have only space for the following recapitulation:

	1859-60.	1860-1.
Ohio	681,908	624,798
Indiana	406,595	368,031
Illinois	503,735	512,991
Kentucky	322,487	251,896
Missouri	190,660	180,972
Tennessee	26,800	400
Iowa	166,623	162,204
Wisconsin	55,837	54,410
Grand totals	2,354,645	2,155,702
	2,155,702	
Deficiency, about 8½ per cent.	199,943	

The following is a comparative statement of the average weight, and yield of lard per hog:

	Average weight.		Yield of lard.	
	1859-'60.	1860-'1.	1859-'60.	1860-'1.
Ohio, lbs.	191 6-19	226	26	30½
Indiana, lbs.	192¼	213¾	27	30
Illinois, lbs.	191	224⅓	30	34
Kentucky, lbs.	197	212	31	30⅔
Missouri, lbs.	194 2-9	206 6-7	26	30 5-12
Tennessee, lbs.	189	....	26	....
Iowa, lbs.	191½	233⅔	29	30 2-5
Wisconsin, lbs.	207	229	29	31

The aggregate weight for both seasons is as follows:

1860-'61	479,312,630 lbs.
1859-'60	410,654,361 "
Increase this year	60,658,249 "

This is equal to exactly 14¾ per cent. so that by deducting the decrease in number, 8½ per

cent., from this, we have a net increase of 5¾ per cent. as compared with the previous season. This increase is equal to 135,392 hogs; but a portion of the increase, equal to four pounds per hog, is in lard. The weight compares with the two previous years, as follows:

5¾ per cent. greater than 1859-'60.
3⅝ do. do. do. 1858-'59.
3⅞ do. do. do. 1857-'58.

The following is a comparative statement of the yield of lard, being the aggregate yield for each season:

1860-'61..... 68,947,264 lbs.
1859-'60..... 66,406,738 lbs.

Increase in lbs..... 3,540,526 lbs.

The average yield per hog, this year, was 32 lbs. and last year 28¼ lbs.

Interest and Dividends.

The Hartford and New Haven Railroad have declared a quarterly dividend of 3 per cent., payable on the 1st of April to the New York stockholders, at the Union Bank in this city.

The Philadelphia, Wilmington and Baltimore Railroad Company has declared a dividend of 3 per cent. payable April 1.

The interest due April 1st on the Bonds of the City of Vincennes, issued to the Illinois Southern Railroad Company, will be paid on presentation of coupons at the office of Gilead A. Smith, 207 Broadway, N. Y.

The coupons on Wabash County Bonds issued to same road, are paid as presented at the office of the County Treasurer.

Arrangements are contemplated however to pay all the interest on securities of this road hereafter in New York.

Holders of the St. Louis County Coupons, maturing in the City of New York in June or July next, are notified that the County is now willing to pay them in bankable funds on presentation at the Treasury in the City of St. Louis.

The interest on the first mortgage bonds of the Cedar Falls and Minnesota Railroad Company, due April 1, will be paid on and after that date on presentation at the office of Erastus Edgerton & Co., No. 112 Broadway.

The interest warrants on the Bonds of Marion County, Ohio, maturing April 1, will be paid at the Irving Bank.

Days of Grace in the State of New York.

The bill adding Washington's birthday to the list of legal holidays, and providing that when these fall on Sunday the next Monday may be observed instead, has become a law. The following is a copy.

SECTION 1. Whenever the third day of Grace for the acceptance or payment of any bill of exchange, bank check or promissory note hereafter made, shall fall on Sunday, on the first day of January, commonly called New Year's day, the fourth day of July, the 25th day of December, commonly called Christmas, the 22d day of February, known as Washington's birthday, any day appointed or recommended by the Governor of this State, or by the President of the United States, as a day of fasting or thanksgiven, or any general election day in this State, the presentment and demand for acceptance or payment of such bill, check or note, and protest for non-acceptance or non-payment thereof, shall (except as provided in the next section of this act) be made on the day next succeeding such third day of grace.

SEC. 2. Whenever the first day of January, fourth day of July, twenty-fifth day of December or twenty-second day of February shall be Sunday, and the third day of grace for the acceptance or payment of any such bill, check or note as is mentioned in the first section of this act, shall fall on such Sunday, the day for the presentment and demand for acceptance or payment of such bill, check or note, and for protest for non-acceptance or non-payment thereof, shall be the Tuesday next after such Sunday.

SEC. 3. All laws of this State in consistent with the provisions of this act are repealed.

Journal of Railroad Law.

CONTRACT OF AFFREIGHTMENT: ENTIRETY OF: WHEN BROKEN FREIGHT IS NOT RECOVERABLE.

There are certain contracts which from their nature, demand a complete fulfilment, in order to be of any advantage to the parties entering into them. Such are contracts to transport goods from one place to another. If the carrier failed to carry goods to the place of destination, but deposited them at an intermediate station, it is evident that the end or object of the contract would not be accomplished, and the carrier could recover no proportion of freight for the distance he had carried the goods. These contracts are distinguished from others by the term entire contracts. There are many arguments, in which, although the parties may have contemplated an entire and complete performance of the conditions, still, although there has been a failure in some respect, where one party has given to another a substantial service or benefit, the Court, if it cannot give effect to the original contract, will, in order to promote ustice, raise an implied contract, and compel the party receiving the benefit to pay a fair equivalent.

The contract of affreightment, is an entire contract, and to entitle the carrier to recover for his freight must be wholly performed; and where it is not wholly performed the right to a recovery for freight *pro rata iteneris* is entirely dependant upon the acceptance by the shipper of his goods at an intermediate port.

These principles are enforced in the case of John G. Richardson et al *vs.* Stephen Tory et al, recently decided by the Supreme Court of Pennsylvania, where the case came up on appeal from *Nisi Prius*. The defendants who were ship owners undertook to carry the plaintiffs' corn from Philadelphia to Liverpool. A few days out of port the vessel was stranded without fault of master or crew. The corn was taken out, transferred to lighters, brought damaged to Philadelphia, surveyed and sold by the master for account of all concerned, without consultation with, or notice to the plaintiffs.

Upon this statement of facts the following is the opinion of the Court.

WOODWARD J. At the argument of this case I was not sure but that some peculiarity attached itself to the contract of affreightment, whereby a ship-owner, who had undertaken the conveyance of merchandise and been prevented by the perils of the sea, from delivering it according to the consignment, would be entitled to recover from the shipper either full freight, or freight *pro rata itineris*. But upon looking into the authorities, I am satisfied that no peculiarity distinguishes the contract of affreightment from that class of contracts which the law treats as executory and entire contracts. The settled doctrine of the English and American cases, is, that entire contracts must be fully performed, and cannot be apportioned, although a new contract may be implied from the voluntary acceptances of services or performance different from that for which the original contract provided. That this doctrine is as applicable to freight as to other things, may be seen from the cases collected and commented on by Judge Story, in his edition of Abbot on shipping, and in the note to the case of Wherboom *vs.* Chapman.

But the best cases I have found, are in our own books. In Hustin *vs.* The Union Insurance Co., Judge Washington laid down the law in these few and simple words; "If the cargo is not conveyed to its place of destination, no freight can be demanded. If voluntarily accepted at any other port by the owner or his supercargo, freight *pro rata itineris* is due.

Ch. J. Tilghman, after discussing Lord Mansfields celebrated case of Leek *vs.* Lyde, says, "It seems to have been understood that *pro rata* freight is not due unless the consent of the merchants, either by words or actions, has been expressly given, or may be fairly deduced, to accept his goods at an intermediate port; and such consent being given the original contract is dissolved, and a new one arises."

In the case of Gray *vs.* Waln, the same doctrine was applied, and a *pro rata* freight allowed, because, upon the whole evidence, it was impossible to entertain a doubt that the cargo was voluntarily received by the supercargo at a port short of the ship's destination. These Pennsylvania cases contain a very full discussion, both at the bar and on the bench of all the learning on the subject.

Now, upon these principles it is perfectly plain that the defendants were entitled to no set off, either for full or partial freight. They undertook to carry plaintiffs' corn from Philadelphia to Liverpool, aboard the ship Tigress. A few hours out of port whilst passing down the Delaware, the vessel was stranded, without fault of the master or crew. The plaintiffs' corn was taken out, transferred to lighters, brought back to Philadelphia in a wet and damaged condition—was surveyed, condemned to be sold, and was sold by the master of the Tigress, for account of all concerned. All this occurred without notice to the plaintiffs, and without assent or action of any sort on their part. Not a declaration or circumstance was alleged or shown, from which a new contract could be supposed to arise. And this distinguishes the case from that of Jordan *vs.* The Warren Insurance Company, in which the dictum of Judge Story, so much relied on by the learned counsel of the plaintiff in error, was founded; for that in reality was a case of "mutual voluntary agreement on the part of the master and the shippers, that the damaged cargo should be sold." But here, so far from their being any such agreement, there was not even a notice by the master to the shippers, of damage to the corn, or of the condemnation and sale of it. The case is bare of any circumstance from which an acceptance of the plaintiffs' can be inferred.

But it is said the master is the agent of the shippers. For some purposes he is. He may, under stress of weather, remove the cargo into another vessel that may chance to be at hand, and if done

in good faith, he will not be liable, though his own ship outride the storm, and the other perish. He may in some circumstances, hypothecate the cargo or sell part of it, or after condemnation, the whole of it as in this case. But in the language of Judge Strong, "he is not the agent of the owners of the cargo, with power to relieve the ship-owners from their obligation to convey according to the contract of affreightment. Wherboom *vs.* Chapman, asserts that he is not pointedly and directly." I may add, that to treat him as the agent for the shippers for such a purpose, would confound all our ideas of contracts; for how is a man to contract with himself? As agent of the ship-owners, he may enter into the contract of affreightment with the shippers, and then if, as agent of the shippers, he may modify or annul that contract, or make a new one, it is self-evident that his mere will is substituted for the contract of affreightment.

The learned judge was right in ruling that the receipt by the plaintiffs of a portion of the proceeds of the sale of the corn amounted to no voluntary acceptance of the cargo at Philadelphia. A similar implication of a new contract was attempted to be set up in Armoyd *vs.* The Insurance Co., before referred to; "But," said Judge Tilghman, "it is no answer to the defendant's objection, to say that they have ratified the sale of the goods by accepting the proceeds. What else could they do? If they had refused the proceeds they might have got nothing. They never were consulted about the sale." These observations apply with decisive force to this point of the plaintiffs' case.

The plaintiffs were not consulted about the sale. They had no part in adjusting the general average account, nor did they receive the thousand and odd dollars on the foot of it. I do not mean that this sum did not result from that account, but there was no evidence to show that the plaintiffs had ever seen the account or meant to ratify it by receiving what was apportioned them. They received it as a drowning man catches at straws, as the best that can be got; but under the circumstances we are not to imply from their receipt of it a new contract, in virtue of which alone they would be liable for freight. The judgment is affirmed.

Georgia and Florida Railroad Connection.

The long pending negotiations for a connection between the Railroads of Georgia and Florida, have at last been brought to a successful close. It has been agreed between the Atlantic and Gulf Company, of this State, and the Pensacola and Georgia Company, of Florida, to construct, by their joint efforts, a connecting line of road, the Northern terminus being Lawton, or Station No. 12, on the Atlantic & Gulf Road, situated about the centre of Clinch county, and the Southern or Florida terminus, being at Houston, in Columbia county, a station 28½ miles west of Lake City. The entire length of the line will be 47 miles, 25½ of which are in Georgia and 21½ are in Florida—each company to build to the line. The entire line has been located and placed under contract, with obligations to complete it by the 1st July, 1862.

This result should be hailed with satisfaction by the citizens of both Georgia and Florida. It identifies the commercial interests of the two States, and will open up new sources of prosperity to each. Whatever may have been the prejudices against a connection among our Florida friends, we feel sure they will all disappear when they come to realize the vast advantages to be reaped from the practical operation of the measure of union. Some local interests, which have never grown into vast proportions, and probably never would, may suffer to a more or less extent, but these are of but trifling consideration when weighed in the balance with the prospective facilities to be enjoyed by the people generally, and the greatly augmented receipts of their railway, which must now become a great link in the chain that is to connect the Atlantic and the Gulf—*Savannah Republican.*

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The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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EXHIBITING THEIR

Progress, Cost, Revenues, Expenditures

AND

PRESENT CONDITION.

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6. " 15 "		1 to 1	18. " 26 "		1¾ to 1
7. " 15 "		1¼ to 1	19. " 28 "		¼ to 1
8. " 16 "		¼ to 1	20. " 30 "		1 to 1
9. " 16 "		1 to 1	21. " 30 "		1¼ to 1
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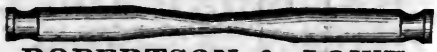
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 6, 1861.

Public Debt of the U. S.

The annexed is an official statement of the amount of the public debt of the United States on the 7th inst.:

Loan.	Rate—per cent.	Under what Act.	Redeemable.	Amount.
1842.	6	April 15, '42.	Dec. 31, '62..	$2,883,364 11
1846.	6	July 22, '46.	On demand ..	1,000 00
1847.	6	Jan. 28, '47.	Jan. 1, '68..	9,415,250 00
1848.	6	Mar. 15, '48.	July 1, '68..	8,908,341 80
1858.	5	June 14, '58.	Jan. 1, '74..	20,000,000 00
1860.	5	June 22, '60.	Jan. 1, '71..	7,022,000 00
1861.	6	Feb. 8, '61.	Dec. 31, '80..	8,006,000 00
Texan Indem't.		Sept. 9, '50.	Jan. 1, '65..	3,461,000 00
Texas Debt			On demand ..	181,818 19
Old funded and unfunded debt			On demand ..	114,118 54
Treasury notes issued under acts prior to 1857			On demand ..	104,811 64
Treasury notes issued under act, Dec. 23, 1857			1 y. after date.	4,876,700 00
Treasury notes issued Dec. 17, 1860			do.	10,010,900 00
Total				$74,985,299 28

North Missouri Railroad.

We have received the report of this company for the fiscal year ending April 1, 1861, from which we learn that the receipts for the ten months ending February 1, were:

From passengers	$144,826 39
" freight	132,181 18
" mails	14,166 66
" rents	1,253 80
Total earnings for 10 months	$292,428 03

And the expenditures were:

Repairs of road	$34,136 07	
" bridges, buildings, etc.	2,749 09	
" engines & tenders	19,183 47	
" cars	13,424 42	
" tools and machinery	1,523 43	
Ferriage	9,367 51	
Fuel	21,644 46	
Hauling freight & baggage	11,282 37	
Loss and damage	4,114 77	
Oil and waste	4,480 52	
Agents and clerks	19,534 31	
Conductors, enginemen, etc.	34,449 04	
All other expenses	37,563 61	
		213,453 07
Net receipts for 10 months		$78,974 96
Add uncollected freight bills for Jan'y		2,862 55
Add net earnings for February and March, same ratio ($8,137 75 per month)		16,367 50
Add increase in mail earnings for February and March		1,416 66
Approximate net earnings for the year.		$99,621 67

The report was prepared thus early, in order to have it in print at the time of the annual election for directors on the 1st inst.

The net revenue has been applied in construction, in the purchase of rolling stock, and in the payment of floating debt, consisting of land damages, interest to the city of St. Louis, fencing, and many other items of indebtedness incurred by the preceding administration.

The gross receipts show an increase over those of last year. Of the net earnings the report says:

The report submitted to the stockholders April 1, 1859, shows the net earnings of the road from August, 1855, to that date—a period of three years and seven months—to be $38,062 30. During this time the road was in progress of construction to Hudson, a distance of 168 miles, until February, 1858; and in the report submitted to the Board of Public Works, which was by them reported to the State authorities in the fall of 1859, the net earnings of this road for the year are set down at about $8,000.

In the report to the Board of Public Works, published in the fall of 1860, the net earnings for thirteen months up to November, 1860, are shown to be $96,731 79. This report to the stockholders shows the gross receipts for the year 1860, ending April 1, to be $332,918 09; expenditures, $275,336 90; leaving the net earnings $57,581 19.

For the year ending April 1, 1861, (February and March being estimated at the same ratio as the average for the ten months previous,) is $99,621 67.

Thus, in three years, the net profits have been $8,000 for the first year, $57,581 19 for the second year, and $99,621 67 for the third year.

The cost of the road and equipment, to the date of the report, as stated in the annexed balance sheet, exclusive of interest and discount and commissions, amounts to $5,521,503 15, or $32,747 04 per mile. Including discount, etc., on bonds, it is $37,682 70 per mile.

The equipment of the road now consists of 22 engines and tenders; 19 passenger, 5 baggage, 271 freight, and 115 gravel and hand cars. In reference to the purchase of new equipment, etc., the report says:—

The Board of Directors, at a meeting in April last year, authorized the purchase of four new locomotives, and as many as eighty freight and stock cars. The lack of sufficient rolling stock to do the business of the road in the winter of 1859 and '60 was greatly felt, and it was deemed actually necessary to purchase these additions; but owing to the greatly diminished amount of business done in the west, and the almost entire failure of the crops, the want of rolling stock has not been so greatly felt during the past winter. The four locomotives were contracted for with the Schenectady Locomotive Works, by J. B. Moulton, Esq., Chief Engineer and Superintendent, and have been delivered and paid for, and are of a quality not excelled by any west of the Mississippi river, having given entire satisfaction.

Of the eighty cars, Messrs. S. B. Lowe & Co. of St. Louis, contracted to build forty, twenty of which can be used as close box, or stock cars, and twenty flat cars, that can also be used in the transportation of hogs. These were delivered last fall, and are of the first quality; for which there is at present owing only $2,900. After this contract was made, it was thought best by the President

and Superintendent to postpone contracting for the other forty for the present. Besides these, seventy-five freight cars that had been re-roofed and repaired at considerable expense, have greatly increased the quantity and value of the rolling stock.

Several new station houses, switches, and water stations have been built, additions to machine shops, car, engine, and freight houses have been made, and other necessary structures have been built. These extraordinary expenditures have consumed the net earnings, and left the floating debt about what it was at the commencement of the year.

The number of passengers carried has been 85,632—equal to 28,019 through passengers. The number of miles traveled by all passengers was 4,626,337. The average distance traveled by passengers was 54 miles. The local through passengers were 4,257; and the through passengers west of Hudson, 4,513. The average fare charged per mile was 3 5.7; average fare charged each passenger $1 98.

The road is completed and in running order to the crossing of the Hannibal and St. Joseph Railroad, 168 miles. In reference to its extension north, the report says:

Nothing has been done towards the construction of the road north of the crossing, further than was noticed in the previous annual report up to that time. A contract was entered into with Messrs. J. & J. Kelly to construct 57¾ miles, beginning at the crossing, for *the low* price of $15,000 per mile, payable in State bonds at par (if granted), and the subscriptions of Adair and Schuyler counties. Under that contract they went to work in the fall of 1859, and graded 12½ miles ready for the superstructure; by the terms of an agreement between the company, the counties and the contractors, they were to do no more work than what the amount the company had power to call on the counties of Adair and Schuyler for in any one year would pay for; they, however, went on and did work to the amount of $80,400, under the contract, for which the counties issued to them their bonds for $29,500, and the company the equivalent of State bonds to the amount of $22,554, leaving a balance of $28,346, for which they have no claim on the company until they have as much as five miles more finished, and then the per centage retained would cover this balance. If the company could possibly raise the means to iron this 12½ miles of graded road during the present year, it would be of great benefit to the road, as it reaches nearly to the town of Atlanta, the northern boundary of Macon county; far enough north of the crossing to give your road all the business of *North Missouri*, without competition.

The directors are also interested in the construction of the Missouri River Valley railroad; and having a just appreciation of its value to their road when built, have done all in their power to to assist in its construction.

In regard to the non-payment of interest on the State bonds by the company, the president says:—

The present administration has been unable to pay any part of the interest on State bonds the past year, notwithstanding the net receipts amount to nearly $100,000. It will be remembered, that the failure to pay State interest, January 1st, 1859, forfeited not only the right to draw the $1,000,000 State bonds, applicable to the construction of the road north of the Hannibal and St. Joseph Railroad, but also forfeited $150,000, applicable, south of the crossing, which is needed to fully equip and ballast that portion of the road. It should also be known, that when the road was opened to the crossing that an insufficient amount of rolling stock had been provided, and that very poor accommodations in the way depot buildings, station houses, water stations, and provisions for offices, car and engine houses, built in the city and along the line of road have been made, that were really necessary for the successful operation of the road and the comfort of its patrons,—all of which it has been the policy of the present Board to remedy so far as it was possible, from the net income of the road, believing it to be for the best interest of the State, the stockholders, and the public.

The expenditures, assets and liabilities of the Company to February 1, 1861 were as follows:

LIABILITIES.

Capital stock	$2,594,100 00
State of Missouri	4,350,000 00
Forfeited stock	16,178 62
Bills payable	34,962 13
Schuyler Co.	15,000 00
Adair Co.	14,500 00
Donations for depots	6,744 14
Due Individuals	2,038 73
Auditors Vouchers and unpaid pay rolls	59,428 93
Transportation Account	143,499 50
	$7,236,452 05

EXPENDITURES.

Construction of first Division		$ 806,833 05
" second "		3,815,834 83
Engineering		203,991 34
Machinery and tools		27,912 28
Machine shop and engine houses		16,646 20
Land damages		148,226 50
Office expenses, printing, &c.		5,804 59
Equipment		496,254 36
Discount on bonds		710,282 84
Interest and discount		583,394 70
Expense account		81,287 90
J. & J. Kelly, contractors		52,054 00
City of St. Louis		15,000 00
Insurance etc.		406 14
Profit and loss		2,265 04
Due by stockholders	$169,888 79	
Real estate	83,297 41	
Bills receivable	4,974 04	
Cash, and cash items	12,148 04	
		270,308 28
		$7,236,452 05

The office of this Company is at St. Louis, Mo. The officers are:

President.—J. C. Edwards.
Vice President.—John Sexton.
Chief Eng. & Gen'l. Sup't.—J. B. Moulton.
Sec. and Treas.—John Lee, Sr.
Master of Machinery.—M. M. Newal.

Covington and Lexington Railroad Mortgage Bonds.

W. A. Dudley, Esq., the Commissioner who sold the Kentucky Central Railroad by order of Court, gives notice that holders of coupons of the second mortgage bonds due September 1, 1858, March 1, 1859, and September 1, 1859, and the coupons on the preferred third mortgage bonds, due June 1, 1858, December 1, 1858, and June 1, 1859, and yet unpaid, must present them to him for payment on or before the 1st day of June next. Such as are not presented at that date will be barred, and no payment will be made.

The coupons on the second mortgage bonds, due September 1, 1859, and those on the preferred third mortgage due June 1, 1859, can not be paid before the 5th of April next, on which day the third instalment of the purchase money of the road becomes due. The other coupons named above will be paid at any time on presentation to Mr. Dudley, at Lexington Ky., on or before June 1.

Wrought-Iron Cannon.

The Phœnix Iron Company, at this place, intend making next week a number of Mr. Griffin's patented wrought-iron cannon for the Government. We have spoken previously of the durability and the superiority these cannon have over all others. The same works have for some time been engaged in making iron girders or beams for new buildings, fifteen inches high and of any length required. In this, this Company have been able to exceed the British works, they not being able to make more than nine inches high. The Phœnix Iron Company have orders to make iron girders twenty-four inches high, and are now making a new set of rollers to execute the order. They are also making railroad iron for different railroad companies, and merchant iron of every description.—*Phœnix.*

The Brighton Iron Girder Bridge.

We copy from the *Journal of the Franklin Institute* for March the following description of the Iron Girder Bridge over Watertown road in Brighton, built by Messrs. Wm. Adams & Co., of Boston, for the Boston and Worcester Railroad Company. The paper was prepared by Edward S. Philbrick, Esq., C. E., from whose designs and under whose supervision, we are informed, the work was carried out:

Though this structure differs in many of its details from any bridge of the kind hitherto constructed, the same ratio was used in the proportioning of the metal to the strains incurred as in other similar English and American structures, viz: a maximum tensile strain of four and one half tons, and a compressive strain of four tons per square inch of section, incurred by a live load of one ton per lineal foot of track.

It consists substantially of three girders of the **I** form, supporting on their tops a floor and double track railway, the girders being braced against each other in a thorough and rather peculiar manner.

The span is eighty-six feet and ten inches between bearings, approaching the limit where a tubular form would be preferable to a series of separate girders, and therefore requiring a degree of strength unusual in the **I** form of girder. The middle girder, having sometimes to support two trains at one, should they chance to meet on the bridge, is made proportionally strong and rigid, as fully proved by the test load, described below.

The great obliquity of the bridge (there being an angle of only 21° 30′ between the tracks and the abutments), while largely increasing the length and cost of both masonry and superstructure, is an advantage when compared with right angled bridges of similar span, because each girder is here supported laterally by the abutment itself throughout one third of its length.

The horizontal members at the top and bottom of the girders, devoted to resisting the compressive and tensile forces respectively, are all two feet in width, varying in thickness to conform to the strains to which they are subject. Their joints are spliced with plates of the same width, on both sides. They are attached to the vertical sheets or *web* by a four by four inch (4″ × 4″) angle iron on each side of the latter, passing along the centre of the horizontal plates. The joints of these angle irons are also spliced with a patch of aimilar form. All abutting joints are accurately planed, as well as all sides of the sheets forming the *web*.

The sheets of the web of each girder are 3-8ths and 7-16ths of an inch thick, seven and a half feet high, and six feet three inches in width between joints. These vertical joints are abutted and covered by a batten, 8 inches wide on each side, and secured by a double row of rivets. Outside of these battens, on each side, is a vertical angle iron with a base of three inches, and a projecting flanch of six inches width, secured by the same rivets with the battens. Each end of these angle irons is bent out like a knee and attached by two rivets to the top and bottom members of the girder. In the middle of each sheet, or midway between these

kneed ribs, is another vertical angle iron on each side, of the same dimensions, to check the vibration of the sheets, the ends of these being off-set and riveted through the horizontal angle irons which form the connections between the vertical member or *web* and the horizontal plates at top and bottom.

The method usually adopted for joining these web plates to each other in other plate iron bridges, is to place a T iron on each side of the joint, the head of the T forming the batten, and the stem forming the rib. Having found these T irons beginning to split in a number of English bridges, owing to the weakness of the iron along the junction of the head and stem of the T, and finding no T iron of sufficient strength rolled in this country or to be obtained from England at a moderate cost, I preferred the arrangement described above, which the event has proved to be a decidedly stronger joint than the English one, and, at the same time, a cheaper one in our market.

As the tracks lie above the girders, ample opportunity is afforded for diagonal bracing between them, to maintain their perpendicularity and check vibration.

The ordinary mode of applying this bracing and that practised by English and Canadian engineers, is to attach at intervals of about 10 feet diagonal strips of plate iron to the vertical ribs, crossing each other like the letter X, and riveted together at their intersection. But the height of our girders being unusually great (7 1-2 feet), as well as the horizontal distance between them (11 feet), these braces might flap and vibrate under express trains to such an extent as to bring undue strain upon their attachments and render them nearly useless. To obviate this, I formed each brace of two pieces of plate iron, six inches wide and three-eights of an inch thick, connected at right angles to each other by a 1 1-2 inch angle iron riveted to each, giving a section similar to an angle iron, six inches wide on each side of the angle. As the two members of the X are placed back to back, they are riveted together at their intersection. In order to get the strongest available attachment between these braces and the vertical ribs of the girders, that half of each brace which does not lie in a vertical plane was heated at the ends and each end twisted 90°, allowing it to be attached to the ribs alongside the other strip, with the plane of which it here coincided. The result has been fully satisfactory, for the passage of heavy trains at high speed produces far less vibration than in many similar bridges which I have had the opportunity to examine, in this country, and in England and France.

The rivets are, with a few exceptions, all of one inch diameter, being heated and headed in the usual manner.

The rivet holes were all *drilled*, being, as I believe, the first case of the kind in a work of this size. It can hardly be doubted that drilling secures a cleanness of cut, if not an accuracy of position, unattainable by punching. The drill neither disturbs the fibre of the iron near the hole, nor bends or stretches the plates like a punch; circumstances which often render it difficult for punched plates to be accurately fitted to each other, or to have that exact correspondence of holes which is indispensable to a first rate joint.

This bridge is to be subject to a traffic of some forty-five trains daily, many of which trains weigh 400 tons. Previous to opening it to the traffic, it was tested as follows:

A large pile of iron rails was distributed over the floor, and a train placed on each track, weighing in all 159.3 gross tons. The deflections were carefully observed at the centre of each girder, the load then removed and a second observation taken, after which the load was replaced and again removed, with two more observations. The first loading produced a permanent set of 0.26 inches, a considerable portion of which may doubtless be attributed to the bearings on the abutments, where a white oak cushion, four inches thick, was interposed between the iron and masonry. The second loading of the bridge brought the girders down to exactly the same point as the first, the deflections being given below with the loads upon each girder. On removing the load, these deflections disappeared entirely.

	Tons load.	Deflection.
North girder	37.15	0.39 inches,
Centre girder	79.65	0.33 "
South girder	42.50	0.45 "

The unequal distribution of the load upon the north and south girders was due to the different weight of the engines placed on the two tracks, a difference which was not intended, but which served to show how nearly the deflections vary with the weights producing them, proving the great uniformity of the workmanship in the three girders, while the rigidity of the centre girder is shown to be fully equal to its double duty.

The materials used in this bridge were entirely of American manufacture. Before determining on the kind of plate iron to be used, I availed myself of the kindness of Capt. Rodman of the U. S. Arsenal at Watertown, and the excellent apparatus under his charge, to test a variety of samples of boiler plate, with a view of comparing both their ultimate tensile strength and their extensibility when subjected to tension increased by certain known degrees at will. I give the description of the kind of iron of which each sample was composed. The great uniformity of the lower grade of iron (3d experiment), together with its great tensile strength, authorized its use in our bridge whenever it could be introduced without change of form. Wherever such change is required, however, I could not recommend it, as in the case of steam boilers, &c.

FIRST EXPERIMENT.—THREE PIECES FROM SAME SHEET.

Tensions per square inch.	First piece. Elongations. While under tension.	First piece. Elongations. After tension was removed.	Second piece. Elongations. While under tension.	Second piece. Elongations. After tension was removed.	Third piece. Elongations. While under tension.	Third piece. Elongations. After tension was removed.
5,000 lbs...	.00034	.00013	.00020	.00001	.00028	.00008
10,000 " ...	.00060	.00015	.00033	.00002	.00046	.00002
15,000 " ...	.00079	.00018	.00058	.00003	.00078	.00006
20,000 " ...	.00091	.00020	.00087	.00019	.00113	.00020
25,000 " ...	.00119	.00036	.00196	.00097	.00226	.00126
30,000 " ...	.00161	.00066	.01269	.01132	.01234	.01126
35,000 " ...	.00974	.00846	.03942	.03742	.02856	.02732
40,000 " ...	.08694	did not recover.	.10942	broke.	.05060	.05060
43,580 " ...	.10800	and broke.	broke at 42,800 lb. p. in.			

NOTE.—The elongations in all these tables are expressed in terms of the part measured, which was a strip of the plate 10 inches long, planed to a uniform section of about half a square inch; *i. e.*, the first piece in the above experiment stretched about .1 of its length before breaking, and bore a tension of 30,000 lbs. per inch, with a permanent elongation of only two-thirds of .001 of its own length, &c., while the second piece stretched .01 of its length by the same tension. A great part of the differences in the initial elongations may be attributed to the imperfection of the bearings by which the specimens were attached—a difficult thing to avoid.

The iron used in this first experiment was from charcoal blooms entirely, known in the market as "best flanch iron," being warranted to turn flanches for boiler heads &c., without cracking. The elasticity and strength under direct tension did not appear to be sufficiently superior to the iron used in the third experiment to warrant the difference in price, when used for purposes where no change of form was required. The specifications for our bridge called for this kind of iron, however, in cases where the form of plates was changed, the inferior grades not being able to endure such change without prejudice.

SECOND EXPERIMENT.—THREE PIECES FROM SAME SHEET.

Tensions per square inch.	First piece. Elongations. While under tension.	First piece. Elongations. After tension was removed.	Second piece. Elongations. While under tension.	Second piece. Elongations. After tension was removed.	Third piece. Elongations. While under tension.	Third piece. Elongations. After tension was removed.
5,000 lbs...	.00016	.00001	.00016	.00002	.00023	.00001
10,000 " ...	.00038	.00002	.00035	.00004	.00047	.00003
15,000 " ...	.00059	.00003	.00054	.00004	.00063	.00004
20,000 " ...	.00084	.00007	.00076	.00004	.00082	.00005
25,000 " ...	.00112	.00016	.00101	.00011	.00123	.00017
30,000 " ...	.00317	.00209	.00216	.00110	.00211	.00089
35,000 " ...	.01920	.01791	.02746	.02646	.01965	.01801
40,000 " ...	.02488	.02346	broke at 40,100 lb. pr in.		at 39,900 lb. pr in.	
43,444 " ...	broke.					

The iron in this experiment was made from a mixture of charcoal blooms and blooms puddled with bituminous coal from charcoal pig.

From the uncertainty of the amount of each kind used in the mixture, and a reputation of want of uniformity, it was not considered worth the price charged as compared with the iron of the third experiment.

THIRD EXPERIMENT.—THREE PIECES FROM SAME SHEET.

Tensions per square inch.	First piece. Elongations. While under tension.	First piece. Elongations. After tension was removed.	Second piece. Elongations. While under tension.	Second piece. Elongations. After tension was removed.	Third piece. Elongations. While under tension.	Third piece. Elongations. After tension was removed.
5,000 lbs...	.00014	zero.	.00028	.00008	.00020	zero.
10,000 " ...	.00032	zero.	.00051	.00012	.00038	.00001
15,000 " ...	.00053	zero.	.00071	.00015	.00065	.00003
20,000 " ...	.00079	zero.	.00113	.00027	.00086	.00006
25,000 " ...	.00113	.00008	.00178	.00082	.00116	.00012
30,000 " ...	.00178	.00056	.00974	.00836	.00153	.00080
35,000 " ...	.01698	.01542	.02954	.02869	.00287	.00105
40,000 " ...	.04750	.04650	broke at 38,000 lb. p. in.		.01184	.00997
40,450 " ...	broke.				broke at 44,700 lb. p. in.	

NOTE.—A fourth piece from this iron bore 45,100 lbs. per inch.

The iron tested in this experiment was from "charcoal pig," puddled with bituminous coal

and worked twice. Finding it possessed a high degree of elasticity, we adopted it for the bridge-work wherever the plates required no change of form.

The Erie Railroad.

The following is a synopsis of the bill which has passed the Legislature for the re-organization of the Erie Railroad:

SEC. 1. Provides that Dudley S. Gregory and J. C. Bancroft Davis, Trustees between the creditors and shareholders of the New York and Erie Railroad Company, and such persons as may associate with them, shall become a body corporate upon filing with the Secretary of State articles of association, in which the capital stock of the company shall be stated at an amount not exceeding that of the New York and Erie Railroad Company; and the preferred stock shall be equal to the total unsecured and judgment debt of said company, with the interest thereon.

SEC. 2. The holders and owners of unsecured and judgment debts against the company, entitled to receive the preferred stock for their respective debts and interest, shall present the same before July 29, and in payment of the *pro rata* assessments as levied thereon by the Trustees, shall be entitled to receive said stock. In case of dispute as to any claims or the amount thereof, final adjudication shall be made by the referee as ordered by the Supreme Court under the fifth mortgage, or by such other reference as the Court may order.

SEC. 3. Upon the final report of the referee the Erie Railway Company shall file a further certificate with the Secretary of State, stating the whole amount of the preferred stock to be issued, which shall not exceed the amount settled by the trustees or adjudicated by the referee, and the amount of the preferred and unpreferred stock shall be as declared in said certificate.

SEC. 4. The preferred stock to be entitled to dividends out of the net earnings if earned in the current year, but not otherwise, not to exceed 7 per cent. per annum, payable semi-annually after payment of mortgage interest and delayed coupons in full. Holders of the preferred to have the same vote as the holders of the common stock.

SEC. 5. We cite in full: No suit or proceeding shall be commenced against the Receiver of the New York and Erie Railroad Company, (unless founded on wilful misconduct or fraud in his trust,) except such as shall be commenced before the expiration of 60 days from the time of the discharge of such Receiver; but it is further provided that, after the expiration of the said 60 days, the corporation that shall own or operate said railroad shall be liable in any action that may be commenced against said company, and founded on any act or omission of such Receiver, (for which he may not as aforesaid be sued,) and to the same extent as said Receiver, but for this act, would be or remain liable, or the same extent that such corporation would be, had it done or omitted the acts complained of against such Receiver.

SEC. 6. The act to take immediate effect.

Scinde and Punjaub (India) Railway.

The agent reports that the last arch of the Bahrum viaduct on the Scinde, the principal engineering work on the line, had been keyed in on Christmas Eve, that the roadway was to have been completed before the night of December 31, and that by the middle of March they would be in a position to commence traffic. The works along the whole course of the Punjaub are also rapidly progressing towards completion. The embankments are in a forward state, the cost of which ready for the reception of the permanent way was stated to average under 200*l.* per mile. Large quantities of rails, chairs, and other materials had been deposited along the line at a moderate rate of charge. Above 36,000 tons of permanent way material and rolling stock had been shipped to India, while about 5,000 tons remain to be forwarded.

New Railroad Time Tables.

The Railway Convention held at Cleveland last week, adopted the following time tables for the summer of 1861. It goes into effect on the 15th of April:

GOING WEST.

TRAINS WEST FROM NEW YORK.

Leave New York.	7.00 a.m.	11.00 a.m.	5.00 p.m.
Leave Albany...	12.20 a.m.	5.00 p.m.	11.15 p.m.
Arrive at Buffalo.	10.30 p.m.	5.30 a.m.	10.00 a.m.
Leave Buffalo...	10.30 p.m.	6.30 a.m.	10.00 a.m.
Arrive at Clevel'd	5.30 a.m.		5.20 p.m.
Leave Cleveland.	6.00 a.m.		5.50 p.m.
Arrive at Toledo.	10.20 a.m.		10.15 p.m.
Leave Toledo...	10.25 a.m.		10.25 p.m.
Arrive at Chicago	8.00 p.m.	5.00 a.m.	8.00 a.m.

CANADA SHORE.

Leave Suspension Bridge	10.40 p.m.	5.45 a.m.	10.30 a.m.
Leave Detroit ...	7.30 a.m.	4.15 p.m.	7.45 p.m.
Arrive at Chicago	8.00 p.m.	5.00 a.m.	8.00 a.m.

SOUTH FROM CLEVELAND.

Leave Cleveland.	6.10 a.m.	2.30 p.m.	6.00 p.m.
Arr. at Columbus.	11.10 a.m.	9.00 p.m.	11.45 p.m.
Arr. at Indianap.	6.30 p.m.		6.00 a.m.
Arr. at Cincinnati	3.30 p.m.		5.00 a.m.
Leave Cincinnati	4.50 p.m.		5.20 p.m.
Arrive at Odin ..	5.10 a.m.		5.10 p.m.
Arrive at St. Louis	7.50 a.m.		7.50 p.m.

SOUTH FROM INDIANAPOLIS.

Leave Indianapol.	6.30 p.m.		6.30 a.m.
Leave Louisville.	12 night.		12.00 m.
Leave Nashville.	9.30 a.m.		9.00 p.m.
Leave Clarksville	9.00 a.m.		9.50 p.m.
Leave Humboldt.	4.30 p.m.		4.30 a.m.
Arr. at Memphis.	9.00 p.m.		9.30 a.m.
Leave Nashville.	6.00 a.m.		6.30 p.m.
Arr. at Memphis.	9.00 p.m.		9.30 a.m.

SOUTH FROM CHICAGO.

Leave Chicago ..	6.40 p.m.		6.40 a.m.
Arrive at Odin ..	5.10 a.m.		5.10 p.m.
Arrive at Cairo..	10.40 a.m.		10.40 p.m.
Arrive at Columbus, Ky.	12.45 p.m.		12.45 a.m.
Arr. at Jackson, Tenn.	5.15 p.m.		5.15 a.m.
Arrive at Canton, Miss.	7.15 a.m.		7.15 p.m.
Arr. at N. Orleans	6.15 p.m.		6.15 a.m.

WEST FROM CHICAGO.

Leave Chicago ..	9.30 p.m.		9.30 a.m.
Arrive at Prairie du Chien	10.30 a.m.		7.30 p.m.
Arrive at St. Paul			5.30 p.m.

GOING EAST.

TRAINS NORTH FROM NEW ORLEANS.

Leave N. Orleans	6.30 a.m.	6.30 p.m.	
Leave Canton, Miss.....	5.30 p.m.	5.30 a.m.	
Leave Jackson, Tenn.	7.30 a.m.	7.30 p.m.	
Leave Columbus, Ky.....	12.45 p.m.	12.45 a.m.	
Leave Cairo.	4.00 p.m.	4.00 a.m.	
Leave Odin	9.40 p.m.	9.40 a.m.	
Arrive at Chicago	8.50 a.m.	8.50 p.m.	

EAST FROM MEMPHIS.

Leave Memphis..		4.00 p.m.	5.00 a.m.
Leave Humboldt.		8.45 p.m.	8.45 a.m.
Leave Clarksville		5.00 a.m.	4.00 p.m.
Leave Nashville .	5.00 a.m.	4.00 p.m.	
Leave Louisville.		1.30 p.m.	11.20 p.m.
Leave Jeffersonv.		2.20 p.m.	12.20 a.m.
Arr. at Indianap.		8.00 p.m.	5.20 a.m.
Leave Memphis .	4.00 p.m.	5.00 a.m.	
Arr. at Nashville	8.00 a.m.	7.00 p.m.	

EAST FROM ST. LOUIS.

Leave St. Louis..		7.00 a.m.	4.30 p.m.
Leave Odin		9.40 a.m.	7.10 p.m.
Arr. at Cincinnati		10.00 p.m.	6.00 a.m.
Leave Cincinnati.	10.00 a.m.	10.20 p.m.	7.00 a.m.
Leave Indianapol.		8.00 p.m.	5.30 a.m.
Leave Columbus.	3.15 p.m.	3.20 a.m.	11.30 a.m.
Arr. at Cleveland	8.50 p.m.	9.20 a.m.	4.00 p.m.

EAST FROM CHICAGO.

Leave Chicago ..	7.30 a.m.	8.00 p.m.	5.00 a.m.
Leave Toledo ...	5.00 p.m.	5.30 a.m.	
Arr. at Cleveland	9.00 p.m.	9.30 a.m.	
Leave Cleveland.	9.20 p.m.	10.00 a.m.	4.30 p.m.
Arrive at Buffalo	4.20 a.m.	5.25 p.m.	10.25 p.m.

CANADA SHORE.

Arrive at Detroit.	6.30 p.m.	7.15 a.m.	
Leave Windsor ..	7.30 p.m.	8.15 a.m.	
Arrive at Suspension Bridge ...	4.00 a.m.	5.00 p.m.	

EAST FROM BUFFALO.

Leave Buffalo ...	5.00 a.m.	6.00 p.m.	10.55 p.m.
Leave Suspension Bridge	4.45 a.m.	5.45 p.m.	
Arrive at Albany	3.30 p.m.	5.00 a.m.	8.45 a.m.
Arrive at N. York	9.30 p.m.	10.30 a.m.	2.30 p.m.
Arrive at Boston.	11.45 p.m.	2.20 p.m.	4.40 p.m.

Cincinnati was chosen as the next place of meeting, Boston and Indianapolis being proposed and rejected. The Convention adjourned to Wednesday, the 16th of October, at 9 a. m.

Population of Michigan, by Counties, in 1840, 1850, and 1860.

	1840.	1850.	1860.
Aleona	.....	.....	.....
Allegan	1,783	5,125	16,090
Alpena	.....	.....	615
Bay	.....	.....	3,166
Barry	1,078	5,072	13,881
Berrien	5,011	11,417	21,266
Branch	5,715	12,472	20,986
Calhoun	10,599	19,162	30,747
Cass	5,710	10,907	17,728
Cheboygan	.....	.....	515
Chippewa	534	898	1,603
Clinton	1,614	5,102	13,915
Delta	.....	.....	1,192
Eaton	2,379	7,058	16,484
Emmett	.....	.....	1,118
Gennesee	4,268	12,031	22,497
Gladwin and Midland	.....	.....	803
Grand Traverse	.....	.....	5,470
Gratiot	.....	.....	3,044
Hillsdale	7,240	16,159	25,707
Houghton	.....	708	9,190
Huron	.....	210	3,165
Ingham	2,498	8,631	17,427
Ionia	1,923	7,597	16,687
Isabella and Clare	.....	.....	1,443
Jackson	13,130	19,431	26,706
Kalamazoo	7,380	13,179	25,668
Kent	2,587	12,016	30,721
Lapier	4,265	7,029	14,759
Lelanaw and Manitou	.....	.....	3,200
Lenawec	17,889	26,372	38,122
Livingston	7,430	13,485	16,881
Macinaw	9,716	3,598	1,960
Macomb	923	15,530	22,887
Manistre	.....	.....	971
Marquette	.....	136	2,822
Mason	.....	93	882
Mecosta and Asceola	.....	.....	997
Midland	.....	65	.....
Monroe	9,922	14,698	21,595
Montcalm	.....	891	3,974
Muskegon	.....	.....	3,947
Nawaygo	.....	510	2,718
Oakland	23,646	31,270	38,274
Oceana	208	300	1,766
Ontonagon	.....	389	4,570
Ottowa	496	5,587	13,222
Presque Isle	.....	.....	26
Saginaw	2,102	2,609	12,700
Sanilac	.....	2,112	7,659
Schoolcraft	.....	16	78
Shiawasse	2,103	5,230	12,456
St. Clare	4,606	10,420	26,623
St. Joseph	7,068	12,725	21,104
Tuscola	.....	291	4,804
Van Buren	1,910	5,800	15,230
Washtenaw	23,571	28,567	39,196
Wayne	24,173	42,756	75,594
Total	212,276	397,654	754,291

Current Prices of Metals.

[Furnished to *Herapath's Railway Journal*, by Messrs. Trueman & Fry, Metal Brokers of London and Liverpool.]

London, March 7, 1861.

IRON.		£	s.	d.		£	s.	d.
Railway bars, f.o.b. Wales	per ton	5	0	0	to	5	5	0
Do. Tyne or Tees	"	5	0	0	"	5	10	0
Do. chairs, Wales or Clyde	"	3	0	0	"	3	5	0
Do. fish plates, Wales	"	6	0	0	"	6	10	0
Pig, No. 1, Wales	"	2	10	0	"	3	0	0
Pig, No. 1, Clyde	"	2	8	0	"	2	10	0
Pig, M. Nos.	"	2	7	6	"	2	10	0
British bar, London	"	6	5	0	"	6	5	6
Nail rods, London	"	6	5	6	"	0	0	0
Do., Staffordshire, London	"	7	5	0	"	7	15	0
Bars, " "	"	7	10	0	"	8	10	0
Hoops, London	"	9	0	0	"	9	10	0
Sheets, single, London	"	9	5	0	"	10	5	0
Swedish, London	"	11	10	0	"	11	15	0
COPPER.								
Sheathing, bolts, etc.	per lb.	0	0	0	"	0	0	11½
Bottoms	"	0	1	0	"	0	1	¼
Old	"	0	0	9½	"	0	0	10
Tough Cake	per ton.	102	10	0	"	0	0	0
Tile and ingots	"	102	10	0	"	0	0	0
Best selected	"	105	10	0	"	0	0	0
Burra Burra	"	0	0	0	"	101	0	0
South American	"	90	0	0	"	91	0	0
Yellow metal	"	0	0	9	"	0	0	9½
LEAD—English pig	"	21	5	0	"	21	10	0
Sheet	"	22	5	0	"	0	0	0
Patent shot	"	25	0	0	"	25	10	0
Spanish pig (soft)	"	20	10	0	"	20	15	0
QUICKSILVER	75 lbs.	7	0	0	"	0	0	0
STEEL—Swedish in kegs	per ton.	17	10	0	"	0	0	0
Swedish in fagots	"	19	0	0	"	19	10	0
English spring	"	18	10	0	"	24	0	0
SPELTER	"	18	0	0	"	0	0	0
ZINC—Nos. 9 to 18	"	25	0	0	"	25	10	0
TIN—English block & ingot	"	124	0	0	"	0	0	0
English bars	"	125	0	0	"	0	0	0
Do. refined	"	126	0	0	"	0	0	0
Banca	"	125	0	0	"	0	0	0
Straits	"	118	0	0	"	121	0	0
TIN PLATES—Charcoal 1c.	p. box.	1	8	0	"	1	11	0
Charcoal 1x	"	1	15	0	"	1	17	0
Coke 1c	"	1	3	6	"	1	4	0
Coke 1x	"	1	9	6	"	1	10	0

Railroad Earnings.

The Receiver's report of the operations of the Ohio and Mississippi Railroad Company, for February, 1860, is as follows:

Balance from January account		$2,143 30
RECEIPTS.		
From express freight of January		$1,715 29
" passengers prior to February		13,072 33
" freight " "		7,265 84
" passengers on February account		20,031 24
" freight " "		27,578 86
Other sources		207 91
		$72,014 77
DISBURSEMENTS.		
Paid on account of 1st mortgage bonds, due July 1, 1858, January 1, 1859, July 1, 1859—$175 each	$525 00	
Balance of charge with other roads	6,386 00	
Discount and interest	1,373 29	
Sundry office expenses	249 45	
On account of arrearages	9,823 74	
On account of January current expenses and construction	44,009 64	
On account of February current expenses	5,679 12	
		68,047 24
Balance carried to March account		$3,967 53

The earnings of the Hudson River Railroad for March were as follows:

March, 1861	$167,559 96
" 1860	161,047 88
Increase	$6,512 03

The receipts of the Grand Trunk Railway of Canada for the week ending March 23rd, 1861, were $80,651 74

Corresponding week, 1860 71,417 34

Increase $9,234 40

Tot. traffic from July 1, 1860, to date, $2,479,627 77

Corresponding period, 1859 2,040,808 44

Increase $438,819 33

The Atlantic Telegraph Company.

The directors of this Company have prepared a report from which it appears that the disbursements of 1860 amount to £5,156 4s. 1d. Of this sum £4,402 9s. 1d. is composed of old accounts incurred previous to the last annual balance-sheet, and of the expenses of the expedition to recover the cable. The balance of £753 15s. is the cost of conducting the Company's business during that year. There are now no outstanding liabilities against the Company, except the amount of £875 advanced by the directors at their own risk, in order to meet for a short period the current expenses of carrying on the affairs of the Company, until it is thought desirable to recommend further proceedings to the shareholders. The whole of the loans advanced by the shareholders for the purpose of attempting to repair the cable have been repaid to the lenders with interest. In the month of April last the directors sent out Capt. Kell to Newfoundland, in order to make an attempt to repair, or failing that to recover for sale, as much as possible of the cable in Trinity Bay. Mr. C. F. Varley also went out, to take charge of the electrical arrangements. The weather, however, was so bad, and the cable so weak in various parts of its external covering, that it was found impracticable to raise it along a sufficient distance so as to reach and repair the chief defect on that side. It was only possible to recover and bring away in detached lengths about five miles of cable altogether. The directors nevertheless, can fully appreciate the difficulties with which Capt. Kell and Mr. Varley had to contend, and it is just that they should state their entire belief that every possible effort was made on their part to insure a better result. It was found that owing to insufficient survey of the bay, the cable had been laid—not in the deep muddy channel which is believed to exist along nearly the whole of its course, but over rocky strata and irregular depths, the rock being in parts metallic. At these points the external coating of iron having becoming chemically decomposed had broken away, and as jagged surface was thereby presented to the water the friction in lifting it was greatly increased. The directors consider that in future, before submarine cables are laid, it will be necessary to examine much more accurately than has hitherto been done into the nature and configuration of the bottom in all situations near shore, and within a depth of 300 fathoms. The cable recovered and brought home by Capt. Kell has been stripped and overhauled, every portion of the core having been carefully examined and passed through the hand. It is satisfactory to find that there is not the slightest symptom of deterioration or decay in any part of the gutta percha. It has further been subjected to a severe electrical test, and a comparison between its present state of insulation and the records of original tests of the most perfect portions of the cable, when it first left the Gutta Percha Works three years ago, show that an actual improvement has taken place in its condition since it was laid down. This is probably due to the compression of its particles, and to the suitability of the sea water to its preservation. The directors consider, therefore, that the failure of the cable must be attributed to the hasty manner in which it was manufactured, to the strain brought on it by machinery, and to the repeated coilings and uncoilings it has undergone, rather than to any defect arising naturally in the gutta percha. In addition to the operations in Newfoundland, the directors, during the Autumn of last year, entered into an agreement for the recovery of cable at the Valentia end, but the proceedings not having been carried out and the season being too far advanced, they determined to abandon the attempt for that year, and they intend, if possible, to adopt some plan for raising the shore end in the course of the ensuing Spring. As to the future position of the Company, the directors consider it advisable, unless the wish of the shareholders be otherwise, to continue it—at all events for some time to come—upon its present economical footing. To wind up its affairs would be to sacrifice without any adequate object the valuable privileges of the Company—its agreements with the American Companies, and its direct connection with the Governments of England and the United States. The directors are convinced that telegraph communication between Europe and America having been so clearly demonstrated in practice by the efforts of this Company is a fact which must ere long be realized. They believe that the experience now gained, in addition to some well conducted experiments with different kinds of cable, in order to determine the proper weight and material for its external protecting sheath, would render it easy to lay with lasting security a well-working cable across the Atlantic between Ireland and Newfoundland. The directors have no desire to speak invidiously of any plan for establishing a trans-atlantic telegraph by another route, still less do they feel even the wish to obstruct the progress of any reasonable association proposing to accomplish an object so grand and useful. As regards the commercial position of this Company, a cable can be constructed without difficulty which can be worked between Ireland and Newfoundland at the rate of 15 to 20 words per minute; and even the original cable, which, imperfect as were both itself and the apparatus applied to it, was worked at the rate of three words per minute, and would have yielded a dividend of over 15 per cent., at the very low tariff proposed by the Company. This Newfoundland route, under an agreement involving many important facilities and arrangements with the entire telegraphic system of America, is secured to the Atlantic Company; they have also a valuable act of Parliament, a guarantee of 8 per cent. on £600,000, and subsidies of £20,000 from the English Government, and £14,000 from that of the United States. The guarantee and subsidies are it is true, conditional upon success; but the Board cannot avoid believing that ere long the Government will find it advisable to come forward more substantially in support of the zealous and costly exertions that have been made by this Company in practically carrying out a work so necessary to commerce, and so unprecedented in the annals of science. They would, therefore, deem it highly imprudent to wind up or dissolve the undertaking, since by so doing they would forego all hope of securing for the labors and sacrifices of this undertaking their best and most righteous reward, namely, the power of carrrying out its objects to a legitimate and successful conclusion. The directors, on the contrary, consider that it will be necessary to make energetic efforts to bring before the public, at the proper time, the importance of the Atlantic telegraph; and they trust that by such means, and by presenting the matter in its true light before Government and the members of the House of Commons, they may be enabled to attain ultimately a successful result. To give effect to this proposal, however, it will be necessary to create a fund of about £3,000, and the directors hope that, having themselves contributed nearly £900 towards it, the shareholders will assist in completing the sum required, by voluntary contributions of moderate amount. The retiring directors are Mr. Francis Le Breton, Mr. J. W. Brett, and Mr. George Peabody, who are eligible, and offer themselves for re-election. The retiring auditor is Mr. Blackburn, who also offers himself for re-election.

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending April 1, 1861.

BONDS.			Per cent.
Little Miami, 1st Mort.	6s	85	and int.
Covington and Lexington, 1st Mortgage	7s	80	"
" " " 1st "	6s	75	"
" " " 2d "	7s	74	"
Indianapolis and Cincinnati, 1st Mortgage	7s	80	"
" " " 2d "	7s	75	"
Cinc., Ham. and Dayton, 1st Mortgage	7s	100	"
" " " 2d "	7s	86	"
Dayton and Western, 2d Mortgage	7s	40	"
" " " 1st "	7s	50	"
STOCKS.			
Cincinnati, Hamilton & Dayton		71—72	
Little Miami		80—81	
Columbus and Xenia		80—80½	
Indianapolis & Cincinnati		35	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '59	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,571,617	*	—	785,950	729,000	—	1,585,366	22.5	.....	270,293	143,787	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	—	—	—	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
... ... '59	154.2	—	.....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	896,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
... ... '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '57	63.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	93
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
... ...	220.0	—	.....	—	...	...	.....	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	.....	74
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	—	—	—	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	.....	73
... ... '57	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	81
... ...	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
... ...	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
... ...	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
... ...	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
... ... '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
... ...	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
... ...	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
... ...	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
... ... '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
... ... '58	86.0	49.0	.....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	—	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	.....
... ... '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
... ... '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
... ...	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
... ... '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26.0	00.	.....	20.0	.....	.....	.....	—	.....
... ... '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
... ... '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
... ...	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
... ...	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	60.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	6,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,317,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	249,969	106,434	1,710,619	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,006,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '59	138.0	4.0	14.5	—	41	39	1,748	Northern Central	7,394,293	850,343	251,698	2,280,000	5,578,800	756,641	9,007,605	218.0	.....	929,527	340,515	—	144
								MASSACHUSETTS.													
30 Nov. 59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	105
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	115
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	111
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	—	5,327,567	83.7	525,954	1,045,683	439,284	8	113
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	86
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	—	719,234	367,083	2	74
30 Nov. '59	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	841,803	659,485	267,450	6	101½
30 Nov. '60	14.0	2.4	.....	—	3	3	57	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '59	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	.....
30 Nov. '59	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	—	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	107,478	246,798	106,317	—	17
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,357	888,254	8	116
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	61½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	57
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	17
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Soutnern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	(121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Oct. '58	168.8	—	.....	68.0	.....	.....	.....	North Missouri	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	.....	258,159	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r.by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r.by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	109
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	89.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,300	3,393,900	82.0	268,657	353,101	187,136	4	54
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	114
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	.....	.....	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.8	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & R.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & R.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,825,812	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
.. Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	60,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	84.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	45
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	343,021	154,389	—	11
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	31½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	16
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oawego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,770	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.byRen	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,060	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	100
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,893,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	80½
31 Dec. '60	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	623,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	36
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,565	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,406,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	285,934	34,167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	.....	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,060,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamep't & Erie	3,518,785	364,671	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,167	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	81
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	82,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '59	45.7	—	—	20.2	15	6	.....	Lehigh Valley	.....	*	—	1,966,350	1,500,000	.....	.....	45.7	.....	525,846	338,896	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	696,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.8	.....	556,192	379,976	10	.....
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	86½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	—	43½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	.....	—	30	96	521	Phila., Wilmington and Balt.	7,800,000	*	—	6,000,000	2,300,000	—	.....	200.5	48,677	1,236,597	471,712	6½	37½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,600	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	----	1,321,847	33.0	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	----	----	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	----	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,276	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,616	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,819,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	—	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	—	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	†	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.6	—	12	10	171	East Tennessee and Georgia	3,637,867	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,309,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	—	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	61	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275 000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----	----	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	160,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	oper	r. by Vt.	Central	----	—	51
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	69,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	718,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75,908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	----	----	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,464	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	—	—	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,158,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,663	116,225	41,985	—	----
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----	----	----	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
31 Dec '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,232	44,000	9,302,898	48.7	----	1,550,878	1,036,181	12	117½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	104
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	63
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	99
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	78
1st Mortgage	3,600,000	---	------	44
2d Mortgage	2,000,000	---	------	18¼
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	81
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
------	------	------	------	----
***Columbus, Piqua and Indiana:**				
------	------	------	------	----
------	------	------	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
------	------	†	------	----
------	------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	95½
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	99
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¼
3d Mortgage (convertible)	445,000	6	1874	101¼
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
------	------	---	------	----
------	------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	96
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Henders'n:				
------	------	---	------	----
------	------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
------	------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	45
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
------	------	---	------	----
------	------	---	------	----
------	------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	90
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	97½
Construction	4,115,000	6	1875	97½
Free Land	3,000,000	7	1860	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
------	------	---	------	----
------	------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,100,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	17½
2d Land Grant (Western Div.)	353,600	†	------	17½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1863	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	872,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	99½
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	103
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	82
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	90
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	88
Goshen Air Line	1,335,000	†	1868	85
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	86
2d Mortgage	2,175,000	†	1877	67
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	67
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	976,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
----	-------	---	------	----
----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	93
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	97
Premium Consolidated Stock	8,000,000	6	1883	97
Real Estate	221,000	6	1883	97
New Convertible	3,000,000	7	1864	102
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1859	100
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	94
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	101½
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	96
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	††	1858	17
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y's	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
----	-------	†	------	----
Peru and Indianapolis:				
----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	344,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60-'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	*†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.				
----	----	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	30
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	----------	7	------	17½
2d Mortgage	----------	---	------	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
----	----	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
----	----	---	------	----
----	----	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	1866	70
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	366,000	†	------	----

New York Stock Exchange.

Sale Prices for the week ending April 3, 1861.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
FEDERAL STOCKS:—						
U. S. 5s, 1874	89	----	89½	----	----	
U. S. 5s, 1865	----	----	91½	----	----	
STATE STOCKS:—						
California 7s	----	----	87½	87½	----	
Georgia 6s	----	----	----	----	----	
Illinois 5s	----	----	----	----	----	
Indiana 5s	----	----	93	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	95	----	----	
Louisiana 6s	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	95	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	66½	----	66½	66	66	66
New York 5s, 1874	----	----	----	----	----	
" 7s, 1864	----	----	----	----	----	
North Carolina 6s	81	----	80½	81	80½	
Ohio 6s, 1860	98½	98½	----	----	----	79
Tennessee 6s, 1890	76	75½	74½	75	75	75½
Virginia 6s	78½	76½	76½	75½	76½	76
RAILROAD SHARES:—						
Chicago, Burl. and Q.	73½	73½	74	72½	74½	74
Chicago and Rock Isl.	58	58	57½	57½	57½	57
Chicago and N. West.	----	----	----	----	----	
Clev., Painesv. & Asht.	----	----	----	----	125	----
Clev. and Pittsburg	----	----	9½	----	----	9
Clev. and Toledo	35½	36	36	36½	36½	36
Del., Lack. and West.	----	----	----	----	81	81
Galena and Chicago	73½	73½	73	73	73½	73
Hudson River	45½	45½	45½	45½	45½	45
Illinois Central (scrip)	81½	81½	81½	81½	81½	81
Indianapolis and Cinc.	----	----	----	----	----	
Michigan Central	57½	58	58	58½	58	57
M. S. and N. I. guar'd,	38½	39	38½	39	39½	38½
M. S. and N. I.	17½	17½	17½	17½	17½	17
Milwaukee and Miss.	----	----	11	11½	----	----
New Jersey Central	----	----	----	----	----	
New York Central	78½	78½	78½	78½	78½	78
New York and Erie	32	32	32	32½	32½	31½
N. York and Harlem	16½	16	16½	16½	16½	16
N. Y. and H. "pref."	41	41	41½	41½	42	41
Panama	117	117	117	117	117	117½
Phila. and Reading	44½	45	44½	44½	44½	43½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	----	----	44	44	----	----
Chic. and N.W. 1st M.	43	----	44	44	----	----
" " 2d M.	18	18½	19	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	----	----	----	81	----
D. L. & W. 1M. 8p.c. '71-5	----	----	102½	----	----	95½
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	47	47	----	----	----	----
Hudson R. 1M. 7p.c. '69	104	----	----	----	----	----
" 2M. 7p.c. '60	----	100	----	----	----	----
" 3M. 7p.c. '75	90	90	90	----	----	----
Illinois Centr. 7 p.c. '75	102½	102½	102	102	97½	97
" " 6p.c. '75	102½	102½	102	102	97½	97
L. Erie & Wab. 1 M.	----	70	----	71	----	
" " 2 M.	----	----	36	----	----	
Mich. Cen. S.F. 8p.c. '82	102	102	103	----	----	
" conv. 8p.c. '69	----	----	99	99½	99½	
Mich. Southern 1st M.	90	----	90	90	----	90
" " 2d M.	66½	----	66½	67	66½	
" " S. F.	86	----	----	----	----	
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	
" 2 M. 8p.c. '77	----	----	----	----	----	
Northern Ind. 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	
" 1 M. 7 p.c. '64	----	----	----	----	----	
N. Y. & E. 1 M. 7p.c. '67	----	----	105	----	----	
" 2 M. 7 p.c. '64	100½	----	----	----	----	
" 3 M. 7 p.c. '83	----	----	----	----	----	
" 4 M. 7 p.c. '80	92½	93	----	94	94	
" 5 M. 7 p.c. '83	----	----	----	----	----	
" conv. 7p.c. '62	----	----	----	----	----	
" " 7p.c. '71	----	----	----	----	60	
" S. F. '75	----	----	----	----	----	
N. Y. & H. 1 M. 7p.c. '73	100½	----	----	101	101½	
" 2 M. 7p.c. '64	----	----	----	----	----	
" 3 M. 7p.c. '67	----	----	----	80	----	
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	
Ph. and Read. 6 p.c. '60	----	----	----	----	----	
" 6 p.c. '70	----	----	----	----	----	
T. H. and A. 1M. 8s '72	----	----	----	----	----	
" " 2M. 8s '70	----	33	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	----	
America, Bank of	----	----	----	----	----	
Commerce, Bank of	94½	----	----	----	----	95
Merchants' Exch. B'k	100	85	----	----	----	
Mercantile (Mar.) Ins.	----	----	----	----	----	
Commonwealth Bank	----	----	----	----	----	
Metropolitan Bank	----	105	----	----	----	
MINING STOCK:—						
Pittsburg	----	----	----	----	----	
Rockland	----	----	----	----	----	19
Minnesota	----	----	----	----	----	73
Isle Royale	----	----	----	----	----	9
MISCELLANEOUS:—						
Del. and Hud. C. Co.	89½	89½	----	----	90	----
Cumberland Coal Co.	7½	7½	7	----	7½	----
Penn'a Coal Co.	80	----	----	----	----	----
Pacific Mail S. S. Co.	85½	86	86	86	85½	86
Canton	----	----	----	14½	----	----
Brooklyn Water W's.	103	----	----	----	103½	----

The following are the closing prices in the London Market on the 15th March:

United States 5 p. c. red. '74	79	to	81
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	89	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	71	to	73
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	68	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	79	to	80
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, April 6, 1861.

Share and Money Market.

The share market is in a very unsettled condition from the general conviction that we are on the eve of important events involving perhaps hostilities at some of the Southern Forts. The market, consequently, shows a decidedly downward tendency. Should the present warlike aspect of matters be realized, *panic* prices may be looked for.

Money, of course, in the absence of any employment for it, is very abundant. The New Government Loan was taken at 94 and a fraction, for six per cent. This is about 4 per cent. better than the last loan. The biddings exceeded four times the amount called for.

Minnesota Mining Company.

The annual report of this company gives an interesting and satisfactory statement of the progress of one of the oldest and most successful enterprises in the country. The product for the year has been 2,150½ tons of copper, and the gross value $656,594, while the price of copper has averaged 20 92-100 cents per lb. The net earnings have been $210,766, or more than $10 per share. The following table, compiled from the report, gives a comparative statement of the business and results of three years:

	1858.	1859.	1860.
Yearly prod't.	1,834 tons.	1,626 tons.	1,150½ tons.
Ave. per m'th.	153 "	153½ "	179½ "
Per ct. of cop'r	70 1 10	71	73½
Ave. price per lb.	22½ cts.	22 cts.	20.92 cts.
Gross value	$595,000	$515,886	$656,694
Cost of mining	273,748	279,229	312,308
Transportation	43,184	37,137	46,472
Smelting	38,278	32,004	40,289
All other expenses.	29,624	35,974	46,759
Total cost	384,827	284,894	445,828
Net earnings	210,176	231,891	210,766

The product of the mine, it will be observed,

has increased from 1,834 tons in 1858 to 2,150 tons in 1860, while the net earnings are but slightly larger—a result entirely owing to the diminished market value of copper. The following statement of resources and liabilities for the fiscal year ending March 1, 1860, and March 1, 1861, will show the general condition of the company's affairs, and its available surplus assets for the two periods named:

RESOURCES.

	1860.	1861.
Mineral on hand	$189,130.00	$171,261.00
Supplies on hand	97,768.33	112,208.19
Ingot copper on hand	43,303.82	133,931.60
Bills & debts receivable	47,757.57	44,568.71
Cash in Treasurer's h'ds.	12,987.97	32,094.50
Cash in agent's hands	14,032.32	6,857.14
Total	$404,980.01	$500,931.14

LIABILITIES.

	1860.	1861.
Bills and debts payable	$114,155.77	$134,246.49
Debts at mine Jan. 1	67,150.70	78,395.42
Mining cost Jan. & Feb.	52,000.00	54,000.00
Total	$233,306.47	$266,641.91
Average surplus	171,673.54	235,289.23

Interest and Dividends.

The semi-annual interest, due April 1, 1861, on the second mortgage bonds of the Cleveland, Painesville and Ashtabula Railroad Company, will be paid on presentation at the Ocean Bank.

The interest due April 1, on the first mortgage bonds, of the New York and New Haven Railroad Company will be paid on presentation of the coupons at the office of the Treasurer or at the bank of the Republic, in this city.

The interest on the first mortgage bonds of the Cedar Falls and Minnesota Railroad Company, due April, 1, 1861, will be paid on and after that date on presentation at the office of Erastus Edgerton & Co., No. 112 Broadway.

The coupons due 1st April on bonds of Syracuse, Binghamton, and New York Railroad Company will be paid at the Continental Bank.

Incrustation of Steam Boilers.—A Remedy.

The formation of scale within the boiler is one of the greatest evils in the whole science and use of steam, and any positively harmless means for preventing the same should meet with every encouragement.

It is a well known fact, that the least possible coating of this non-conducting stone-lining, or crust, compels the use of larger quantities of fuel to generate steam, than when the boiler was new and clean. Standard English authority states the loss of fuel to one-sixteenth inch of the crust, at 14.7 per cent., and while we are suffering this waste of fuel (10 to 60 per cent. and even greater) we are overheating and burning the iron with this very excess of heat, so that, the thicker the scale the more heat necessary to penetrate it, and a new fire box, a patch, or a new set of flues is the early result. The item of repairs from this source alone, varies from 5 to 30 per cent. A remedy exists which fulfills the requirements of the case; and its continued use for the past five years by our most reliable railroad men, is sufficient guarantee of this fact. The material we refer to, is the Anti-Incrustation Powder made by the inventor H. N. Winans, Esq., of this city. See his advertisement on last page. From our personal knowledge of the inventor and his sound common sense and practical chemical explanations of its operations, we are satisfied, it is safe to use, efficient and cheap. This is supported by the opinions of such men as Ashabel Welsh and W. S. Congdon, Bel. Del. R. R.; A. S. Sweet, jr., Mich. Central R. R.; Col. Hammond, Chicago, B. & Quincy R. R., and Preserved Smith, Treas. Dayton and Michigan R. R., who writes, "it has become a fixed institution with us."

Finances of St. Louis.

The total bonded debt of the city of St. Louis, March 31, 1861, was as follows:

For railroads	$1,599,000
" past indebtedness	711,500
" municipal purposes	525,700
" water works	490,000
" to purchase real estate	437,000
" public sewers	425,000
" old limit improvements	259,000
" harbor	239,000
" wharf	166,000
" district sewers	62,500
Amounting together to the sum of	$4,914,700

During the present fiscal year, the bonded debt has been reduced $145,200. No new bonds have been issued this year. It is estimated that before the end of the year, the Fund Commissioner will retire seventy-five more bonds, which will make the bonded debt on the 6th day of April, the end of the present fiscal year $4,829,700.

The floating debt will be about $100,000; total debt therefore, $4,929,700. On the 12th of April, 1858, the bonded debt of the city was $5,207,296; and the floating debt $248,000, making the total $5,455,296. The reduction of the debt during these three years has been, therefore, $525,596.

The receipts into the city Treasury from April 8th, 1860, to March 1st, 1861, were $1,300,240, to which add cash on hand, $89,128, making $1,389,368.

The expenditures during the same time were $1,356,486, leaving cash on hand $32,882.

The greater portion of the receipts were from real estate taxes, amounting to $871,936. Licenses produced $125,340; market rents $29,478; fines and fees $13,528; wharfage $54,707; water licenses $104,322; sewer taxes $31,772.

Of the expenditures, $303,791 was for interest on the city debt; $126,041 for the water works; $90,000 for streets in the new limits; $84,367 for public sewers; $62,954 for repairing streets; $70,503 for grading streets; $60,962 for the Fire Department; $98,725 for the Police Department; $38,692 for lighting the city; $42,853 for the Hospital and Quarantine; $21,216 for cleaning streets, and smaller amounts for other purposes.

Cleveland and Toledo Railroad.

The Sinking Fund Bonds of this Company are offered in exchange for the various issues of the Junction and Toledo and Norwalk divisions, and the Cleveland and Toledo Income and Dividend Bonds. The Sinking Fund Bonds are secured on the main line of the Company's road, subject only to about $820,000 of the Cleveland, Toledo and Norwalk 1st and 2d mortgages, and also by a sinking fund of 1 per cent. per annum on the funded debt of the Company. The absorption of the various bonds above named renders the Sinking Fund Bonds a first mortgage upon the entire property. Messrs. Carpenter & Vermilye, No. 44 Wall street, are agents for the Company, and will make the exchanges.

Delaware and Hudson Canal Company.

The business of this company for the year ending March 1, 1861, was as follows:

Sales of coal to March 1, 1861		$2,051,442 20
Canal and railroad tolls collected		397,041 55
Profits of barges, etc.		16,910 69
Coal on hand at Honesdale, Rondout, and New York, and on line of canal		248,321 40
		$2,713,715 92
Coal on hand March 1, 1861, and purchased since	$459,616 17	
Mining coal	448,611 87	
Railroad transportation and repairs	289,932 42	
Canal repairs and superintendence	239,426 66	
Freight of coal on canal	413,012 04	
Labor and expenses at Rondout	59,370 36	
Rent, salaries, current expenses, etc., N. Y. office	37,154 67	
Coal yard and harbor expenses, taxes, interest, etc.	234,845 28	
		2,181,969 47
Net profits		$531,746 45

—or a little over 7 per cent. on the capital stock of the company. The report says:

This result, while it is far from being what was hoped for at the opening of the season, cannot be justly regarded as discouraging; nor, when all the circumstances are considered, will it be likely in any degree to impair the confidence of the stockholders in the intrinsic value of their investment.

Preparations had been made for a large increase of production, and the operations of the Company were moving on steadily and satisfactorily until the 18th of June, when the work of mining was suddenly arrested by a general strike of the operatives. This strike continued for a longer or shorter period at the several openings, averaging, however for the whole work a duration of sixty-eight days, in that portion of the season best adapted for full and economical work.

The loss thus sustained, it will be readily seen, must have been very serious; but, large as it was, and great as must be the disappointment occasioned thereby, the Board can feel no doubt, that it was a wiser policy to submit to the present sacrifice, rather than by concessions to unreasonable demands, to lose that command of their own work which is essential to the permanent success of the Company. And while the Company, under its present management, will always aim to deal, not only justly, but generously with those in its employ, it will resist to the end and at any cost, every attempt, by combinations of workmen, to dictate the manner in which its business shall be conducted.

The canal was opened for navigation on the 1st day of May, and closed by ice on the 13th of December. Not a single break occurred during the season; and the regular movement of boats was not at any time seriously interrupted. An extraordinary freshet occurred in the month of February, causing the destruction of one of the Reservoir dams near Honesdale. The injury to the Company's works was small, and the accident will in no degree interfere with the resumption of work on the Canal at the usual time.

A statement of miscellaneous traffic is appended to this report. The whole amount of tolls received, it will be seen by reference to the statement, was $397,041 55.

The Board regret that they cannot yet announce the termination of the suit against the Pennsylvania Coal Company, for the sum claimed to be due for additional tolls in consequence of the enlargement of the Canal. By an order of the Court, the time for the taking of testimony has been limited; and it is believed that the case will be closed on both sides within a very short

time, and that a decision will be had in the course of the present season. The amount now claimed by this Company for "additional tolls," and exclusive of other demands, exceeds $1,100,000.

The extension and other alterations in the Company's railroad, which have been in progress for some years, were completed and brought into use during the past season; and in the month of October, a committee appointed at the last annual meeting, visited the works, for the purpose of inspecting the improvements, and of observing generally the condition and management of the Company's property. They were accompanied by the President, and several of the managers, and on their return made a very gratifying report, a copy of which was sent to each of the stockholders.

The Weehawken Dock is now ready for partial use, and during the coming season it will no doubt afford very valuable facilities, in enabling the Company to meet the demands of its customers in New York, and in the Eastern States. A considerable outlay is still required for the completion of this work; and it must be expected, that there will be annually larger or smaller sums needed for construction purposes, so long as it is deemed advisable to provide for an increase of productive capacity. The Board, however, believe that in future the sums required may be kept within the current income from the Company's business, and yet at the same time permitting a satisfactory return in dividends to the stockholders.

It will be seen that there is now in the Sinking Fund the sum of $157,134 16, which will be increased, in accordance with the policy adopted by the Board, by a yearly contribution of one per cent. on the capital stock of the Company.

Arrangements have been made to bring to tidewater not less than 700,000 tons; and if only the very low prices which have obtained for the last few years, shall be realized in 1861, the result will not be likely to disappoint the reasonable expectations of the stockholders.

From a table appended to the report it appears that the receipts from tolls have increased from $16,422 44, in 1830, to $397,677 99 in 1860—the aggregate receipts in these years, or since the completion of the works, have been, $4,901,294 23.

GENERAL BALANCE SHEET.

Canal	$6,212,381 41
Railroad and equipment	1,978,067 13
Coal lands and other real estate	693,322 58
Dock at Weehawken	206,425 84
Canal boats, barges, steamboats, machinery, tools, etc.	329,939 47
Sinking fund for redemption of bonds	157,134 16
Bills and accounts receivable	332,108 98
Cash and demand loans	106,291 00
Cash on hand at New York, Rondout, and Honesdale, with advances on business of 1861	478,632 13
	$10,484,302 70
Capital stock	$7,500,000 00
7 per cent. bonds	1,484,000 00
Mortgages payable	119,019 63
Bills payable	579,430 71
Due depositors	61,869 86
Profit and loss account	739,982 50
	$10,484,302 70

President—G. Talbot Olyphant.

Vice-President—Robert Soutter.

Managers—John Wurts, Silas Holmes, Wm. S. Herriman, Charles N. Talbot, Edward J. Woolsey, G. Talbot Olyphant, Robert Ray, Samuel B. Schieffelin, Abiel A. Low, Robert L. Kennedy, John Schenck, James M. Halsted, Le Grand B. Cannon,

Treasurer—Isaac N. Seymour.

Secretary—James C. Hartt.

Journal of Railroad Law.

CORPORATE FRANCHISE; CHARTER OF THE BLACK ROCK BRIDGE COMPANY; COMPENSATION REQUIRED FOR INJURIOUS CONSEQUENCES OF ERECTION.

In the charter of the Black Rock Bridge Company, incorporated for the purpose of building a bridge across the Schuylkill, there were two sections providing for compensation to be made for injuries that third parties might suffer by reason of the building of the bridge. The sixth section authorizes the company in general terms to take property necessary in the erection of their bridge, and provides a mode for making compensation. In the thirteenth section there is a special provision for damages that might be occasioned to one David R. Buckwalter, who owned a ferry in the neighborhood of the place where the company purposed to build the bridge.

Damages were assessed by referees under this provision, who allowed not only the immediate but the consequent damages, arising from the building of the bridge to the ferry property.

Upon motion of the Bridge Company the Common Pleas of Montgomery County, Pennsylvania, set aside the execution issued to compel the payment of the award; and Buckwalter, the plaintiff, appealed to the Supreme Court. The following is the opinion of the appellate tribunal.

Thompson, J. It would be a difficult proposition to maintain that the legislature, on granting corporate franchises to the defendants, could not do so upon the terms that they should pay and satisfy the plaintiff for any injury they might occasion to his ferry, because the damage might be in its nature consequential. That such damages may be claimed from and assessed against a company, if their organic law require it, has often been decided. This is not upon the ground that the constitution requires compensation to be made for such injuries. It does not. It is only for taking property under the right of eminent domain, that compensation is required by the constitution, to be made. Here the terms upon which the privilege was granted and accepted, that compensation beyond this should be made, became a contract, and the company should be willing to observe it; if not, the law will compel them to do so.

The matter first to be ascertained is, whether the terms of this charter require the payment of such damages as are claimed by the plaintiff. That settled, everything else is of easy solution.

The sixth section of the act authorizes the company to take property necessary in the erection of their bridge, and provides a mode for assessing damages consequent upon such taking. These provisions do not extend to the allowance of consequential damages; they provide only for the taking and making compensation for property within the meaning of the constitution, and for this they are ample.

In section thirteen, there is a special provision for the contingency of damages occurring to the plaintiff. In order that this section shall have any effect, it is to be presumed that these damages were not such as might arise from the taking of property, for that was provided for already.

What damage was in the contemplation of the Legislature? They chose to take notice of the fact, and declared that David R. Buckwalter "now owns and maintains a ferry" across the Schuylkill and prohibited the location of the bridge within a half mile of it, unless upon his consent first had for that purpose. But if this could not be had, still the company might, if they deemed it expedient, first having the damages ascertained as provided for, locate within the interdicted distance, their bridge. It is hardly to be doubted that all this was to protect or compensate any injury to the ferry. It is impossible to discover any other object in these provisions.

The damages to be assessed seem to be pretty well defined in the section. After providing that they were to be ascertained by referees mutually to be chosen by the company and the plaintiff, and who were to be sworn, were to "go upon the premises and view and receive such other testimony as they may desire, and assess the damages, *if any*, which the said David R. Buckwalter may and shall sustain by reason of the erection of the bridge."

The requirement to pay *any* damages which may or shall have been sustained, has been holden to cover a claim for consequential damages; so has the expression all damages.

The words here require the payment of damages, "if any," by reason of the erection of the bridge. This last expression, in the connection in which it stands, is the same thing as "on account of," or "because of," the erection of the bridge. In this sense, the paragraph means any damage on account of its erection. The subjunctive or contingent form, if it does not lessen the import of the word "any," which means indefinite results or amounts, and, consequently, means *all* damages.

In this aspect, all injurious consequences or consequential damages, would be included.

I cannot for a moment doubt, that the Legislature had this in view, in introducing this special provision. Why should they have reorganized the existence of the ferry, attempted its protection, and in the same section in which the company are authorized to locate their bridge within a half mile of it, require them to obtain the owner's consent, or if not, to pay such damages as he might sustain, unless injury to the ferry was to be the basis of the assessment present and prospective? This was what they meant, or nothing; and it is our duty so to interpret the language used so as to give effect to every provision of the act. It was the duty, therefore, of the referees, to assess all damages, direct or consequential, which had or should be sustained by the plaintiff on account of injury to his ferry, and it is apparent they did so. It does not appear from anything before us, that merely speculative damages were at all allowed. Consequential damages are always in appearance, somewhat so. But there was no more necessity that they should be so here, than in case of injury by flooding or overflowing land, or for backing water on a mill wheel, so as to interrupt its workings occasionally. These have often been compensated as between individuals, and sometimes in cases of companies and individuals.

When the law allows such damages, it, of course, authorizes their assessment upon facts, opinions and approximate estimates. Because these are not demonstrably certain tests, it is no reason for disallowing them altogether, when

otherwise there is a duty to compensate those who have or shall suffer them.

The corporators here accepted the terms upon which the legislature were willing they should build a bridge. There was nothing unlawful in them, and they were not obliged to accept them; but having done so, they ought to be willing to live up to them, and we do not see that more has been required of them here.

It has been suggested that a ferry is not property within the constitutional meaning of the term. Grant that this is so, both the Legislature and corporators here, however, have treated it as property, and the latter have agreed to pay any damage which they may do to it. It was certainly competent for the legislature to grant the privilege to the company upon these terms, without regard to the precise nature of the property. They were supreme in this respect, and the company, in accepting their charter, engaged to observe all the conditions contained in it, and they cannot now escape from any of them by questioning their propriety or expediency; there being nothing unlawful contained in them.

The agreement for the reference, and the provision that a majority of the referees should make an award, it now appearing that all viewed the premises, dispenses with any necessity of inquiring as to their power to do so under the act of Assembly. The parties could regulate that if the act did not. For these reasons we think the court erred in setting aside the *fi. fa.* and striking off the award, and their action thereon must be reversed.

The order of the court is reversed, and the award directed to be re-instated: and the order setting aside the *fi. fa.* is also reversed.

Council Bluffs and St. Joseph Railroad.

This road will be, when finished, fifty miles in length, including all side tracks. It is designed to connect at the State line with the "Platte County Railroad," which is now finished to Savannah, north of St. Joseph, Mo., and soon will be finished to Forest City, about fifty miles north of St. Joseph. From Forest City the road will be constructed upon the Missouri River bottom—a level plain, where the grading will not cost over $250 per mile and the road will be completed during the present season, (if money matters are not seriously disturbed by our national difficulties) to the north line of the State of Missouri, where the two roads will connect, and give to the citizens of Council Bluffs a railroad connection *via* the Hannibal and St. Joseph Railroad, with all the cities of the South and East.

The Council Bluffs and St. Joseph Railroad has a subscription to its stock amounting to over $160,000, besides it has a large amount of lands which will be made valuable by its completion—one-third of the road is graded and timber and ties for tying one-half of the road is now upon the line—the contract for building the road is let to Mr. CHARLES HENDRIE, who is to complete the road in twelve months from the first day of January, 1861.

The road is now in such a situation, that with the aid of the citizens *immediately* interested in its construction, it could be finished during the present season. Nearly one-third of the grading is finished, and ties and timber for ties have been placed upon the line of the road, sufficient to tie it more than half of its length. All this has been done without the aid of Eastern capital, or creating one dollar of indebtedness—the company have paid as they went, and with a little aid from the citizens of Fremont, Mills and Pottawattamie Counties, the work will go steadily on to completion.—*Council Bluffs Bugle.*

Railways in Prussia.

Some official statistics have just appeared with regard to the development of railways in Prussia to the close of 1859. The facts stated are of considerable interest. It appears that the length of railway opened was 3,162 miles, of which 973½ miles were laid with double rails; and the capital employed was altogether £44,080,000, or £13,940 per mile. The number of passengers in 1859, exclusive of soldiers, was 19,279,668; and the quantity of merchandise conveyed was 11,904,761,012 tons. The total receipts amounted to £5,399,440, or £1,707 per mile, while the working expenses amounted to £811 per mile, or 46 per cent. The average of the dividends paid in 1859 was 5.36 per cent. as compared with 5.88 per cent. in 1858, a diminution ascribed to the dullness of trade and the fact that the new "sections" opened yielded but a comparatively small return. Thus the receipts per mile were £2,009 in 1857, £1,841 in 1858, and £1,707 in 1859. The falling off is principally apparent in the diminution of passengers traveling long distances, the proportion of such passengers to those making short trips having been 1 to 2. 1 in 1859, as compared with 1 to 1.9 in 1858. Of the 19,278,688 passengers conveyed in 1859, 346,567, or 1.8 per cent. were first class; 3,324,299, or 17.2 per cent. second class; 9,807,454, or 51.3 per cent., third class; and 5,911,348, or 29.7 per cent., fourth class (although fourth class tickets are only partially issued and have only been recently introduced). The average distance traveled by the fourth class passengers was 17 miles, while the third class traveled 21 miles, the second class 35 miles, and the first class 40 miles.—*Herapath.*

Trade with the Seceded States.

The Secretary of the Treasury of the seven seceded States has issued a pamphlet of instructions for regulating the introduction of goods into the Confederate States of America from foreign and contiguous territory over railway routes, of which the following is a synopsis:

It first provides that "Revenue Stations," at which shall reside an officer of the customs, shall be established at certain points nearest to the line of the Conferate States, the presiding officer to discharge all the duties now exercised by collectors of customs over importations by sea. Immediately upon the arrival of any train, the conductor is to produce to the Revenue Guard a manifest of all goods brought into the Confederate States, which manifest is to give a description of the packages and contents, where taken on board, by whom forwarded, to whom consigned, and the place of destination. The Revenue Guard is to board all trains, and see that the goods are placed in separate cars from those in which the mails or passengers are conveyed, and to place on such cars locks of the Conferate States, a duplicate manifest of such cars to be forwarded to the revenue officer at the first depot to which the cars are destined.

On the arrival of the train at the point designated, the original manifest, with the goods, must be delivered to the Revenue Guard, under the regulations governing bonded warehouses, and such officer is to give a permit for the merchandise to proceed to a further destination. Goods not subject to duty, to be landed at interior places on such railroad, or its connections, are to be permitted to remain on board the train, and to proceed to such destination, on the conductor furnishing a schedule in detail to the revenue officer. Dutiable goods also may be immediately forwarded to their destination on permits from the revenue officers.

The baggage of passengers passing over the railroad routes is to be subject to the inspection of the revenue officer, and if containing no article subject to duty, shall be landed at the places for which it is destined, the revenue officer to paste on the valise, carpet-bag, or trunk, a permit to deliver. Baggage containing dutiable goods is to be placed in the car with the merchandise, under the revenue lock, and handed over to the revenue officer at the point of destination.

Goods subject to duty may be bonded and transferred to other parts of the Confederate States, where they are to be delivered to the collector. Packages not required for samples may be delivered to the importer on his paying the duty estimated on the entry, and executing a bond in the manner and form now required by law and the treasury regulations of the Confederate States.

All railroad companies over whose lines goods are intended to be introduced, from foreign or contiguous territory, are authorized to do so on filing in the treasury department a bond executed to the Confederate States, obligating themselves to the faithful execution of the revenue laws, so far as relates to the correctness of the manifest and their custody of the merchandise, under which they are to be responsible for all frauds committed or attempted by conductors, or others in their employ.

Buffalo and New York City Railroad.

The purchasers of this road announce to the bondholders that they are prepared, without waiting for the time allowed by their bid, to purchase the bonds and detached coupons secured by the mortgage, at their office, No. 11 Pine st., N. Y., at the following rates, being the proportionate amounts of the bid:

For each bond, with coupons from July, 1854, to January, 1859, inclusive, 10 coupons	$140 00
For each bond with—	
9 coupons of above dates	126 00
8 " " "	112 00
7 " " "	98 00
6 " " "	84 00
5 " " "	70 00
For each detached coupon	14 00

"Holders of bonds with ten matured coupons of above dates attached may receive, at their option, in lieu of cash, scrip for a new bond for 20 per cent. of the par value of the principal, secured by a mortgage of the property purchased, and a lease to the Erie Railway Company upon its organization, to be issued upon the reorganization of the Company.

"The bondholders are requested to present their bonds and coupons immediately, as the option to take bonds must expire on the 20th May, when the balance of the bid not paid by us in cash or scrip, becomes payable to the Referee."

The bid of the purchasers was $98,000 and the legal expenses, which gives the above amount when distributed.

Southern Pacific Railroad.

We learn from the Louisville *Journal* that a meeting of the stockholders in this road was held in that city on the 15th ult., at which V. K. Stevenson, Esq., the President of the road, gave an account of his recent visit to Europe with a view to closing a contract with a French Company to construct the road across Texas, and possibly to California, but the negotiations were suspended until the political differences in this country were settled.

Mr. Stevenson purchased one thousand tons of iron, on his own account, of Mr. George Peabody, which the company could take or not, as the Directors saw proper.

He also alluded to the work that had been done upon the road, by which twenty miles of the fifty necessary to be finished before the company could avail itself of the guarantied assistance of Texas, had been graded and only required the iron work to be finished, when the company would have a paying line of 93 miles and 800,000 acres of land as a basis of credit.

Mr. Stevenson urged the payment of $1 per share—half cash and half in six months—on the part of the stockholders, to save the company from being crushed out and destroyed. By this means a fund of $500,000 could be realized. The matter was referred to a committee, to report upon the method of raising the subscription.

Illinois Central Railroad.

The following is a comparative statement of the business of this road for the first three months in each of the following years:

	1859.	1860.	1861.
Land sales...	$141,013 47	$98,919 57	$479,900 58
Cash collected	126,185 40	122,439 46	184,826 82
Traffic.....	417,380 64	581,176 80	831,688 30
Total.....	$684,579 51	802,535 83	1,496,415 70

The sale of lands by the Company has already assumed larger figures than in the Winter months of any previous year. Since the 1st of October the sales exceed one million of dollars, and chiefly to small farmers, averaging between sixty to seventy acres to each purchaser. The letters of inquiries from all sections of the country are increasing, and the emigration to Illinois promises to be immense this Spring.

Memphis and El Paso Railroad Company.

At a meeting of the directors of this company, recently held at Clarksville, Red River Co., Col. Bennett was elected President, to succeed Mr. S. H. Morgan, resigned. The *Standard* says:

The freight on the iron was provided for, and in four weeks probably, there will be a commencement of track laying from Moore's Landing westward. The twenty-five miles advertised for grading from Robinsville to five miles west of Paris, were let on satisfactory terms to Capt. J. H. Pratt; large claims against the company were adjusted by land scrip, at fifty cents per acre. The company is almost entirely out of debt, and in a condition to move onward, notwithstanding the hard times. One hundred and forty-six miles are now under contract. Fifty miles from Moore's towarda Clarksville are ready for the iron, which will be put down immediately. Twenty-five miles of it are now purchased, and at Alexandria and New Orleans, will be first put up.

Railways in Australasia.

There are eight railways radiating from Melbourne in different directions, from three stations. The Suburban, a competing line with part of the Brighton, has been opened to Prahran and East St. Kilda. This railway has another branch to Hawthorne. The following is a list of those now in operation:—Melbourne, St. Kilda, and Brighton, 8 miles; Melbourne and Sandridge, 2½; Melbourne and Williamstown, 9; Melbourne and Geelong, 47; Melbourne and Sunbury, 24; Melbourne and Essenden, 4½; the Suburban two branches, 7—total 102 miles. The Sandhurst will be opened to Woodend, about 22 miles beyond Sunbury, in March, or April. The practicability of street tramways is under discussion in the City Council, and locomotives on common roads are actually in use in new South Wales.

Atlantic and Gulf Railroad.

We take pleasure in announcing that the contractor is now laying the iron on this road within the corporate limits of Thomasville. The cars are expected to make regular trips from this place to Savannah early in next month.—*Thomasville Reporter.*

Lumber Trade of Sandusky.

The receipts of lumber, etc., at Sandusky, dur the year 1860 were as follows;

Lumber, feet.....	21,644,670
Shingles, M.....	17,262,789
Lath, M.....	3,844,250
Cedar Posts, number.....	13,808

☞A suspension bridge is now being constructed by Mr. J. A. Roebling over the Kentucky River, on the Lexington and Danville Railroad, which will have a span of 1,224 feet from centre to centre of the towers, over a chasm 300 feet deep. When completed, it will be the longest single span in the world.

☞At the annual election for Directors of the Pittsburg, Fort Wayne and Chicago Road, held on the 27th ult., there were 56,527 votes polled, and the old Board were elected without opposition.

☞The Wilmington *Republican* states that a route is being surveyed for a branch of the Marietta and Cincinnati Railroad from New Viena to Dayton. It would doubtless be of great utility.

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1,000 TONS 56 lbs., Erie pattern, ready for immediate shipment from above port.

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March 27, 1861. 5t13

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The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

Boston, Nov. 24, 1860. tf

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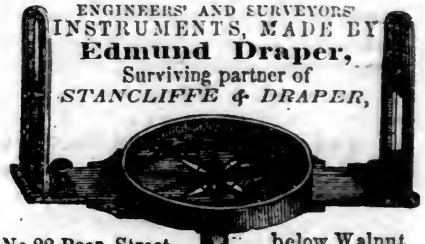
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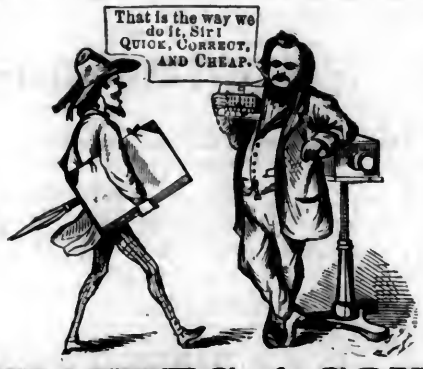
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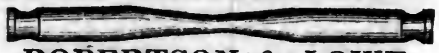
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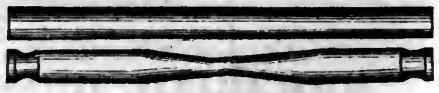
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 13, 1861.

Finances of Indiana.

The funded debt of the State of Indiana is as follows: 5 per cents, $5,322,000; 2½ per cents, $2,054,498. The State Bank debt is not included, as the same is otherwise provided for than by taxation, and will soon be paid off. Under the existing revenue laws of that State there will be annually, hereafter, a surplus arising from taxation of about $500,000, after paying the entire expenses of the State Government, exclusively applicable by law to the redemption of the funded debt. By a late amendment of Free Banking law in Indiana, none other than Indiana stocks can be received as the basis of circulation, and the banks now in operation having other stocks on hand as such basis are required to place Indianas in their stead within a given time. This will soon absorb a large amount of the funded debt. Article 10, section 5, of the Constitution of Indiana has the following clause:

"No law shall authorize *any debt* to be contracted on behalf of the State, except in the following cases: To meet casual deficits in the revenue, to pay interest on the State debt, to repel invasion, suppress insurrection, or, if hostilities be threatened, provide for the public defence."

Southern Michigan and Northern Indiana Railroad.

We have received the annual report of this company for the fiscal year ending March 1, 1861. The earnings from operations of the road during the year were:

From freight		$1,236,568 71
" passengers		749,237 24
" mails		53,966 00
" express		20,071 53
" all other sources		15,615 60
		$2,075,459 08
And the expenses were:		
Repairs of roadway	$272,505 45	
" buildings	17,897 37	
" engines	89,839 98	
" cars	83,374 05	
" tools, machinery, etc.	26,184 85	
Fuel	148,069 05	
Oil and waste	18,311 87	
Law expenses	11,413 06	
Loss and damage	8,027 80	
Train hands, stationmen, etc.	216,593 72	
General superintendence	21,554 03	
Agents and clerks	69,984 09	
Foreign agencies	21,643 15	
Telegraph operators	9,471 43	
All other expenses	38,638 70	
		1,053,608 60
		$1,021,850 48
Add excess of fuel and materials over last year		34,596 02
		$1,056,446 50
From which deduct—		
Expenses New York office	$12,352 73	
Directors' expenses	3,875 25	
Construction expenses	4,052 74	
Steamer expenses	536 54	
		20,817 26
Net earnings		$1,035,629 24

The percentage of expenses to earnings is 50.1; last year they were 61½.

Compared with the previous year, the gross earnings show an increase of $280,512 99
With a decrease in expenses of 11,419 57
Making the increase in net earnings $291,932 56

RESOURCES, AND DISPOSITION OF SAME.

Net earnings of the road		$1,035,629 24
Add for rents, about half of which accrued previous to this year		51,105 02
Interest on assets		2,358 86
		$1,089,093 12
Coupon interest paid in cash	$635,070 58	
Interest on floating debt, exchange and discount	34,021 52	
One year's rent Erie and Kalamazoo Railroad	30,000 00	
Taxes	47,560 86	
		746,652 96
Balance		$342,440 16
Add the proceeds of bonds and stocks of other companies sold		171,063 45
Also (in settlement of claims) second general mortgage bonds at par	$29,500 00	
Detroit, Monroe and Toledo bonds at par	5,000 00	
	$34,500 00	
Less Detroit, Monroe and Toledo bonds taken on account of bills receivable at par	7,000 00	27,500 00
And we have to account for		$541,003 61
Which has been disposed of as follows:		
Paid on floating debt		$387,981 93
Contributions to sinking fund		66,877 50
Loss by Tecumseh Bank		9,603 00
Construction		12,700 51
Equipment		24,952 69
Balance on hand, being in excess of fuel and other materials on hand, good bills receivable, station balances, etc., over last year		38,887 98
		$541,003 61
The floating debt, March 1, 1861, consisted of—		
Bills payable		$347,429 81
Overdue coupons	$144,428 57	
Of which are to be funded	130,905 00	
Leaving to be paid in cash		13,523 57
Balance due on Blake's judgment		12,341 66
Bissell judgment (since paid)		4,454 45
Erie and Kalamazoo, rent for 6 months		15,000 00
State of Michigan, bal. tax for 1860		16,400 85
Perkins' mortgage on property in Detroit and interest		28,080 00
Pay rolls and vouchers (since paid)		160,953 38
Sundry unsettled bills		5,000 00
		$603,083 72

The available assets were as follows:

Cash	$35,405 99	
Bills receivable	11,188 78	
Current ticket balances	30,357 33	
" station "	51,218 20	
Detroit store valued at $10,000, less mort. $4,500	5,500 00	
Individual accounts	11,944 59	
Due from P. O. Depart.	19,582 61	
		165,197 50
		$437,886 22

The following bonds are on hand, or pledged as security for obligations of the company:

General second mortgage bonds unissued	$535,000
Detroit, Monroe and Toledo	389,000
Plain bonds, received for D., M. & T. bonds	215,000
	$1,139,000

The entire funded debt of the company March 1, 1861, was as follows:

Michigan Southern 1st mortgage bonds due Nov. 1860		$991,000 00
Northern Indiana do., due Aug. 1861		985,000 00
Erie & Kalamazoo, due March 1861		300,000 00
Jackson branch, due Aug. 1863		130,000 00
Goshen Line, due Aug. 1868		1,168,000 00
Detroit, Monroe and Toledo, due Feb. 1876		611,000 00
Second general Mort. bonds, due Nov. 1877		2,465,000 00
Sinking fund bonds, 1st. general Mort., due May 1855	$3,120,000	
Less held by Co's S. F.	270,000	
		2,850,000 00
Total funded mortgage debt		$9,500,000 00
Unsecured funded debt, (convertible into D. M. & T. bonds:)		
M. S. bonds due March 1863	$67,000	
N. I. " " Feb. 1863	123,000	
		190,000 00
Total funded debt		$9,690,000 00
Scrip issued for funded coupons outstanding		29,704 18
Total funded debt		$9,719,704 18
Total amount reported last year		9,531,000 00
Increase		$188,704 18

This increase consists of: Second mortgage bonds, $203,000; D. M. & T. bonds, $251,000; and sinking fund bonds, $106,000—total $560,000—diminished by the conversion into sinking fund bonds of $2,000 M. S. 1st mortgage bonds, $65,000 Jackson Branch bonds, and $119,000 Goshen Line bonds; and into the D. M. & T. bonds of $94,000 M. S. and $121,000 N. I. plain bonds—total $401,000, making the increase with the scrip outstanding, $29,704 18, as above $188,704 18.

The mortgage to secure the Michigan Southern Railroad bonds, due Nov. 1, 1860, covers the line of the old road in Michigan, from Monroe Pier to near the line of Indiana.

The Northern Indiana bonds, due August 1, 1861, are secured by the first mortgage, dated in 1851, upon the road of the company, from Goshen to the line of Illinois.

The Erie and Kalamazoo bonds, due March 1, 1862, are secured by a mortgage upon the road between Toledo and Adrian.

The Jackson Branch bonds are secured by a first mortgage upon that branch extending from the main line at Palmyra to Jackson.

The Goshen Line bonds are secured by a first mortgage on the road in Ohio and Indiana, between Toledo and Goshen.

The Detroit, Monroe and Toledo Company's bonds are secured by a first and only mortgage upon the road of that company, between Detroit and the Ohio State Line—about 51 miles.

The sinking fund bonds, dated May 1, 1855, are secured by the *only* first mortgage that covers the *entire* road, rolling stock, and property of the company.

The second general mortgage to secure the bonds of that issue is dated Nov. 1, 1857, and covers the entire road, but is subject to all other mortgages.

We give in connection herewith the following extracts from the report of the President:

Judgments against the company, thirty-three in number, and amounting in the aggregate to $22,017 30, have during the past year, been promptly settled by payments or extensions; and existing attachments, which locked up balances due from other roads and other cash means, have been promptly removed.

Among other pressing liabilities, that for $55,188 30 on bonds given for duties on iron rails at Detroit, with sureties, has been liquidated, and the bonds held by the United States Government cancelled, and the sureties released.

The floating debt, which by the last annual report was stated at $1,086,783 60, is now reduced, after deducting available assets, as per statement annexed, to $437,886 22, exclusive of the over-due coupons of the second mortgage and plain bonds.

Payments on the monthly pay-rolls are now met promptly as they accrue. For the Bills payable which constitute the greater portion of the balance of the floating debt, renewals of old over due paper have been effected, extending over a period of two years, and falling due at intervals properly distributed for convenient liquidation.

It is apparent, therefore, that when the holders of the second mortgage and plain bonds shall have funded the balance of their coupons, whose funding has been requested, the floating debt will be brought within such manageable proportions as to offer no longer any bar to the prompt application of all the net earnings to the payment of all classes of interest as it falls due.

This policy, adopted in October last, and now progressing satisfactorily, of funding the two over due second mortgage coupons, and those of November, 1860, and May, 1861, has been accepted to the extent of a majority by that class of bondholders, and has not only aided materially in reducing the floating debt as it would have stood at this time, but, anticipating a large item of the obligations that would have matured in May, 1861, and been payable out of our earnings during the fiscal year now opening, relieves the company of the necessity for providing cash payments to that extent.

A majority likewise of the plain bonds, and the coupons thereon that matured in 1860, have been exchanged for, and funded into the Detroit, Monroe and Toledo R. R. bonds, with a like effect.

This indorsement by a majority of the holders of the second mortgage and plain bonds, has justified the soundness of this policy of funding coupons.

Notwithstanding the large payments made in liquidation of the floating debt, the present direction has increased the contribution to the sinking fund since August last, by the addition of $89,000 of sinking fund bonds.

The last annual report enumerated as assets, second mortgage bonds of this company, and Detroit, Monroe and Toledo R. R. bonds, amounting to $1,378,000. Upon our assuming control of the company's affairs, $66,000 of these bonds were missing. A discrepancy also existed between the sinking fund bonds acknowledged by the late commissioners of the sinking fund to be held by them, and the amount stated to be in the sinking fund in the report.

In the last annual report of assets were reported bills receivable amounting to $232,605 07. This item of assets has been reduced $100,000 by the payment to the Detroit and Milwaukee R. R. Co., of their paper, in a general settlement made with that company for depot grounds, tracks, &c., at Detroit. This amount has been charged over to the Detroit, Monroe and Toledo R. R. Company.

This settlement concludes in a modified and more advantageous form, an agreement entered into between said two companies, in December, 1855, and secures valuable privileges and accommodations to the Detroit, Monroe and Toledo Company, affording it a perpetual lease of the roadway and track of the Detroit and Milwaukee Company for three miles in the city of Detroit, extending from the junction of said two roads to their depot grounds on the Detroit river, and confers the right, under lease, to the occupancy of 200 feet of dock, with a convenient freight house erected thereupon, for our exclusive use, and also the conveyance in fee of a valuable portion of the depot grounds necessary for the proper accommodation of the business of the company.

The first mortgage bonds of the Michigan Southern Road which fell due November, 1860, are still unpaid. The policy of this company, adopted in 1855, provided for a sinking fund first general mortgage bond, into which should be absorbed, by conversion, all the first mortgage bonds on fractional parts of the road.

This sinking fund first mortgage covered sections of the road, and those the most valuable, not covered by the other first mortgages, add was, and is, the only first mortgage upon such portions. The sinking fund is the only first mortgage that covers the entire road and property of the company.

To increase the attraction for making the conversion, and make such conversion the interest of holders of the several classes of bonds on fractional parts of the road, the sinking fund bonds were strengthened by additional security of a first mortgage on all the rolling stock, equipment, and real estate of the company; and still further to enhance their value, a sinking fund of one per cent. upon the amount of the bonds was created, which, by calculation, would, at the maturity of the bonds, liquidate the entire issue.

Such a consolidated security, little exceeding in amount $6,500,000, so secured and strengthened, is unsurpassed in value by any railroad security known to this market, and clearly possesses a decided superiority over the first mortgages upon detached portions of the road.

No other disposition of the bonds due on 1st November last, has been proposed, than their conversion into the sinking fund bonds, with the understanding that as long as they are held unconverted and in their present form, the semi-annual interest will be paid as it falls due, on presentation of the bonds, at this office.

Towards the conversion of these bonds due in November last, of the Michigan Southern first mortgage issue, arrangements have been made for the exchange of a large amount for sinking fund bonds on the terms originally fixed for such conversion, that is, bond for bond.

The provisions made and reasons adduced for exchanging the first bonds past due of the Michigan Southern portion of the road into the consolidated first sinking fund bonds of the company, will apply with equal force to the Northern Indiana bonds on that portion of the road, which mature 1st August next, and the holders of both classes will strengthen their respective interests, and enhance the value of the entire property by making the proposed conversion.

From what has been herein stated, and from the exposition made in the accompanying tables and statements of the business of the road, and the economy practised in its working, during the past year, it is apparent that the holders of our securities may confidently anticipate an early liquidation of the balance of the floating debt. It is also apparent that the second mortgage bondholders may expect to receive the interest falling due in November next, and hereafter, as it matures. The

stockholders may also hope for the resumption of dividends after the abolition of the floating debt. The policy that has governed the management of the company's affairs during the past year will achieve these results for our security holders and stockholders if the funding of coupons, now in progress, is carried out by the bondholders to completion, and the business of the coming year equals that of the past year.

The following is an apportionment of freight and passenger earnings of Main line and branches for the year ending February 28, 1861:

	Passengers.	Freight.
Main line	$597,633 33	$962,687 58
Air line	47,166 43	167,435 45
Detr't Monroe & Tole'o	61,311 73	58,741 31
Jackson Branch	26,965 37	27,181 83
Adrian and Monroe	13,192 47	23,544 39
Three rivers	2,967 91	4,281 23
Total	$749,237 24	$1,241,871 79
Storage, etc., on freight		19,612 40
		$1,261,484 19
Less drawbacks and over-charges	$20,729 91	
Less freight on supplies for company	4,185 87	
		24,915 48
Total freight		$1,236,568 81
Total passengers as above		749,237 24
Total freight and passengers		$1,985,805 95

The number of tons of freight moved eastward was 290,424, (of which 103,190 was through,) yielding a revenue of $838,540 12; westward, 108,255 tons, (of which 34,500 was through,) yielding $403,331 67—the total tonnage being 398,679, and the revenue as above, $1,261,484 19. The number of tons carried one mile eastward was 43,034,943, (of which 25,869,709 was through); westward, 13,388,804 (of which 8,373,909 was through)—total, 56,423,747—yielding as above, exclusive of storage, etc., $1,241,871 79. The charge per ton per mile on *through* freight eastward was 1.259 cent; westward, 1,883 cent. Do., *local* freight eastward, 2.987 cents; westward, 4.840 cents.

The number of through passengers was 64,147½; of which, 44,678½ were 1st class; 11,030½, 2d class; and 8,438½, 3d class—yielding $359,500.88. Do., way passengers, 304,652; of which 301,434½ were 1st class; 1,100, 2d class; and 2,117½, 3d class—yielding $389,736 36. The number of miles traveled by through passengers was 15,663,978; by way passengers, 12,312,051. The average miles traveled by each through passenger was 244; by each way passenger, 40 miles. The average amount received from each through passenger was $5 60.4; from each way passenger, $1 27.9. The average amount received from each through passenger per mile was 2.2; from each way passenger 3.1.

The whole number of locomotives owned by the company is 83; of which 36 are on the Western, and 47 on the Eastern and Northern divisions of the road, of the whole number, but 62 are in good order, 4 are being rebuilt, 3 are not in use, 3 require rebuilding, and the remainder to be repaired. The total number of miles run by engines has been 1,592,377, viz: with passenger trains, 571,314, with freight trains, 881,818, with other trains, 139,245. Average number of miles run to one pint of oil 20.86; to one cord of wood 51.84; average cost of repairs per mile in cents 5.88; do. wood do., 5.31; or, cost of wood, oil, waste, and repairs, per mile, in cents, 11.75.

The rolling stock consists of 2 twelve-wheel and 63 eight-wheel passenger cars, 9 second class, 7 emigrant, 21 mail, baggage and express, 6 drovers', 1 paymaster's, 2 wrecking, 30 gravel, and 932 freight and stock cars.

The total value of materials on hand, March 1, 1861, was $194,223 82. Value of engines $601,608. Value of rolling stock $527,135.

CONDENSED BALANCE SHEET.

Construction		$13,601,119 00
Equipment		1,637,258 81
Steamboats		691,278 59
Detroit, Monroe and Toledo R. R.		1,285,043 29
Stocks and bonds of other companies at par		101,252 00
D. M. & T. stock at par		275,000 00
Fuel and materials on hand		194,223 82
Bonds and mortgages		69,141 24
Nominal assets, viz:—		
Bills receivable	$132,605 07	
Due for individuals	113,165 38	
T. H., A. & St. L. special bonds	71,791 00	
Station balances in suspense	47,997 05	
Oswego and Ind. plank road stock	20,000 00	
Judgment	6,897 39	
Unsettled account with contractor	8,522 08	
		400,977 97
Income, or profit and loss		920,494 78
		$19,175,790 40
Capital stock—comm'n.	$6,124,600 00	
" guaranteed	2,893,600 00	
		$9,018,200 00
Funded debt, as above		9,719,704 18
Floating debt "	$603,083 72	
Less available assets	165,196 50	
		437,886 22
		$19,175,790 40

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Vice-President—M. L. SYKES, Jr., Toledo, O.
Directors—E. M. Gilbert, Henry Keep, Allan Campbell, Albert Havemeyer, Milton Courtright, Hamilton White, Nelson Beardsley, William Williams, Stillman Witt, John S. Barry, Philo. Morehous, M. L. Sykes, Jr., one vacancy.
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General Sup't—JOHN D. CAMPBELL, Toledo, O.
Cashier—WM. F. STAUNTON, "
Auditor—JOHN J. ADAM, "

Milwaukee and Prairie du Chien Railroad.

The business of this road the first quarter of this year compares as follows:

	1860.	1861.
January	$31,519 76	$53,414 15
February	32,301 23	42,354 80
March	39,501 04	41,742 91
Total	$109,322 03	$138,011 86
Increase		$28,689 83

Smyrna and Aidin (Ottoman) Railway.

A communication has been received by the directors, through the Turkish Embassy in London, announcing the completion of a supplementary concession, authorizing the company to issue 250,000*l.* in debentures, and granting a prolongation of time for completing the works to Aidin, the period fixed under the original concession having expired on the 23d of September last. The extension is for three years, and the debentures are to bear 6 per cent. interest, redeemable in five years.

Bridge over the Rhine.

The Bridge over the Rhine at Kehl, on the line of the Eastern Railway of France being nearly completed, experiments to test its strength were made on it a few days back. First of all, the two turning parts of the bridge were manœuvred and were found to work admirably. That of the French side, which weighs not less than 350 tons, was moved with the greatest facility by eight men, then by four, and then only by two. Afterwards a train, consisting of five locomotives and their tenders, the locomotives alone weighing 175 tons, and the whole forming a weight of nearly 3½ tons per meter, passed over the line, and then remained stationary on the first part of the bridge on the French side; next, a locomotive and 15 wagons filled with stones, weighing about 1¾ tons per meter, was driven over, and was subsequently stationed for a time on the middle of the bridge; in the third place, the two trains passed over side by side, and were made to stand on different fixed parts of the structure; next, two other trains, each consisting of five locomotives, were also driven over the bridge side by side, and were made to remain together some time on the turning bridges and on other portions of the structure; lastly these two trains crossed each other at full speed. During the experiments the different parts of the bridge scarcely yielded, proving the correctness of the engineer's calculations and the great care with which the bridge has been constructed. The cost of this bridge is estimated at 280,000*l.*, one-half of which is to be borne by the Grand Duchy of Baden.—*London Railway Times.*

New York Canals.

The work necessary for preparing the enlarged Canal for seven feet water, at the opening of navigation, seems, from all accounts, to be vigorously prosecuted.

On the Eastern Division, Com. Skinner is leaving nothing undone to put the Canals in the most complete order. The following comprises a portion of the work now in progress:

Bottoming out 3 miles from West Troy toward Albany; 2 miles below upper Mohawk Aqueduct; ¾ of a mile below lock 33, near St. Johnsville; 1⅛ mile below lock 42 at Mohawk; 2 miles through city of Utica and eastward. The bottoming out, in all these places, is being done in a more thorough manner than ever before.

The 16 locks above West Troy to Cohoes, where so much delay was experienced last season, are being put in complete condition.

The banks between Little Falls and Jacksonburg, three miles, are being raised so as to obtain the full depth of seven feet. This improvement will cost from $10,000 to $12,000. All the lock gates and structures are being put in the best possible order.

This division of the Erie Canal will be in thorough readiness for seven feet depth of water. The full capacity of the enlargement will be obtained in every respect.

The Champlain Canal will be in as good condition this spring as ever it was. The large sum of $35,000 having been expended on it last season, in deepening and widening it, precludes the necessity of a large expenditure this spring.

Section 1, of the Black River Canal, which is the worst part of it, is not under contract for repairs, and will be put in readiness by the Superintendent. The entire Canal will be put in good condition. The South Branch Reservoir, completed last season, will be brought into use this spring, which will make the third reservoir completed at the head waters of the Black River.

The amount of work going forward and necessary to be done on this division for seven feet of water, cannot be performed so as to insure good navigation before the 1st of May. Over 1,000 laborers are now at work.

On the Middle Division a large amount of repair work is going forward. Over 2,000 laborers are employed daily.

A large amount is being done on the Jordon Level and in the vicinity of Syracuse.

We are informed that the full depth of seven feet will be secured, not only upon this division of the Erie, but also upon the Oswego and Cayuga and Seneca. It is doubtful, also, whether this result can be reached upon this division before the 1st of May.

The Western Division, like the others, will be in better condition than ever before and will be ready for seven feet. The principal enlargement work remaining to be done, and in progress, is between Lockport and Buffalo. There is no doubt, however, of its being so far completed as to meet the wants of trade.

We may expect, then, this spring, a new era in canal navigation. For the first time, the full benefits of the enlargement will be realized the entire length of the Erie, Oswego, and Cayuga and Seneca canals. Whatever doubts may have been entertained on the subject, we are assured from the most reliable sources that seven feet depth of water will be realized this season.—*Albany Argus.*

Population of the State of New York.

Counties.	1840.	1850.	1860.
Albany	68,593	93,279	113,919
Alleghany	30,266	37,808	41 882
Broome	22,338	30,660	35,910
Cattaraugus	28,872	38,950	43,897
Cayuga	50,338	55,458	55,769
Chautauqua	47,975	50,493	58,354
Chemung	15,483	21,737	26,917
Chenango	40,785	40,311	40,936
Clinton	28,157	40,047	45,736
Columbia	43,252	43,073	47,250
Cortland	24,607	25,140	26,296
Delaware	35,396	39.834	42,467
Dutchess	52,398	58,992	64,939
Erie	62,465	100,993	141,973
Essex	23,634	31,148	28,214
Franklin	16,518	25,102	30,836
Fulton	18,049	20,171	24,162
Genesee	28,705	28,488	32,189
Greene	30,446	33,126	31.930
Hamilton	1,907	2,188	3,024
Herkimer	37,447	38,244	40,560
Jefferson	60,984	68,153	69,828
Kings	47,613	138,882	279,125
Lewis	17,830	24,564	28,581
Livingston	37,777	40,875	39,546
Madison	40,008	43,072	43,586
Monroe	64,902	87,650	100,659
Montgomery	35,818	31,992	30,867
New York	312,710	515,547	813,668
Niagara	31,132	42,276	50,399
Oneida	85,310	99,566	105,201
Onondaga	67,911	85,890	90,687
Ontario	43,501	43,929	44,566
Orange	50,739	57,149	63,814
Orleans	25,127	28,501	28,717
Oswego	43,619	62,198	75,960
Otsego	49,628	48,638	50,166
Putnam	12,825	14,138	14,002
Queens	30,324	36,833	57,391
Rensselaer	60,259	73,363	86,325
Richmond	10,965	15,061	25,493
Rockland	11,975	16,962	22,492
St. Lawrence	56,706	68,617	90,428
Saratoga	40,553	45,646	51,732
Schenectady	17,387	20,054	20,002
Schoharie	32,358	33,548	34,469
Schuyler	16,388	18,519	18,840
Seneca	24,874	25,441	28,139
Steuben	40,651	58,388	66,689
Suffolk	32,469	36,922	43,276
Sullivan	15.629	25,088	32,385
Tioga	20,527	24,880	28,739
Tompkins	32,296	32,694	31,411
Ulster	45,822	59,384	76,379
Warren	13,422	17,189	21,434
Washington	41,080	44,750	45,909
Wayne	42,057	44,953	47,762
Westchester	48,686	58,263	99,457
Wyoming	34,245	31,981	31,967
Yates	20,044	20,590	20,291
Total	2,428,921	3,097,394	3,887,542

POPULATION OF THE COUNTY OF NEW YORK.

Ward.	White.	Colored.	Total.
I.	17,260	113	17,271
II.	2,442	65	2,507
III.	3,733	24	3,757
IV.	21,925	69	21,994
V.	20,934	1,502	22,836
VI.	26,372	324	26,696
VII.	39,841	141	39,982
VIII.	36,640	2,766	39,406
IX.	43,961	424	44,385
X.	28,808	196	29,004
XI.	59,346	224	59,570
XII.	26,695	263	27,958
XIII.	33,410	307	32,917
XIV.	27,001	1,079	28,080
XV.	26,821	764	27,585
XVI.	44,568	609	45,177
XVII.	72,650	303	72,953
XVIII.	57,070	392	57,462
XIX.	27,607	557	28,254
XX.	66,109	1,410	67,519
XXI.	48,651	366	49,017
XXII.	61,587	138	61,725
Total	793,521	12,136	805,657
Blackwell's Island	4,512	69	4,581
Ward's Island	772	..	772
Bedloe's Island	4	..	4
Ellis's Island	5	..	5
Governor's Island.	696	..	696
Randall's Island	1,922	31	1,953
Grand Total	801,432	12,236	813,668

Persons Employed on Railways.

It appears from a return of the Board of Trade that the total number of persons employed on railways open and in course of construction in the United Kingdom at the end of June, 1860, was 181,373 on 10,201 miles open for traffic, and 1,051 miles in course of construction, against 156,245 persons employed at the end of June, 1859, on 9,796 miles open for traffic and on 993 miles in course of construction, showing an increase of 25,128 of persons, 405 miles open for traffic, and of 51 miles in course of construction.

Of the 181,373 persons employed in June, 1860, 72,182 were laborers, 32,182 artificers, 19,523 porters and messengers, 10,243 clerks, 9,902 plate-layers, 5,491 miscellaneous employment, 4,451 guards and breaksmen, 4,042 assistant engine-drivers and firemen, 3,969 engine-drivers, 3,334 switchmen, 3,019 station-masters, 2,988 foremen, 2,782 police and watchmen, 2,689 gate-keepers, 1,439 inspectors and time keepers, 586 superintendents, 490 ticket collectors, 361 engineers, 360 secretaries and managers, 328 store-keepers, 311 accountants and cashiers, 281 draughtsmen, and 56 treasurers.

Of the 181,373 persons employed 134,177 were employed on 7,417 miles open and 631 miles constructing in England, 23,980 were employed on 1,466 miles open and 189 miles construncting in Scotland, and 23,216 were employed on 1,318 miles open and 231 miles constructing in Ireland.

The number of persons employed on the 1,051 miles in course of construction in the United Kingdom was 53,923, including 42,126 laborers, and 7,381 artificers. The number employed in June, 1859, on 993 miles was 39,975, including 31,483 laborers, and 5,694 artificers. Of the 53,923 persons employed on lines in course of construction, 30,303 were employed in England on 631 miles, 9,499 on 189 miles in Scotland, and 14,121 on 231 miles in Ireland.

The number of persons employed on the 10,201 miles of railway open for traffic, and at 3,601 stations in the United Kingdom was 127,450, of these 30,056 were laborers, 25,165 artificers, 19,342 porters or messengers, 10,086 clerks, 9,902 plate-layers, 4,451 guards or breaksmen, 4,078 of miscellaneous employment, 4,042 assistant engine-drivers or firemen, 3,969 engine-drivers, 3,334 switchmen, 3,019 station masters, 2,689 gate-keepers, 2,526 policemen or watchmen, 1,778 foremen, and 1,044 inspectors or time-keepers.

Of the 127,450 persons employed 103,874 were employed on 7,417 miles of railway, and at 2,814 stations in England, 14,481 persons on 1,466 miles and at 486 stations in Scotland; and, 9,095 on 1,318 miles, and at 301 stations in Ireland.—*Herapath.*

Commerce of Great Britain for 1860.

The total declared value of exportations was £135,842,817, being an increase over 1859 of £5,431,288, or rather more than 4 per cent., and over 1858, a year of depression caused by the crisis of 1857, of £19,234,061, or nearly 15 per cent. The business of 1859 and 1860 compares as follows:

	1859.	1860.
Exports to the U. S.	£22,533,405	£21,613,111
Other foreign	61,715,128	70,557,449
To British possessions.	46,143,996	40,672,257
Total	£130,411,529	£135,842,817

The declared value of the imports for the year are given in the tables before us, the publication in that department being always a month behind that of the exports. For the eleven months ending with the 30th of November they were:

Eleven months, 1860	£144,887,078
" " 1859	122,538,694
Excess in 1860	£22,348,384

From this it appears that while the exports during the whole year showed an increase over 1859 of only £5,431,288, thus showing a balance £16,917,096, or about $84,000,000 against the trade of the country, without taking the December imports into account, which would increase the deficiency. In these facts the *Economist* finds a sufficient solution of the present stringency of the London money market. It says:

When we remember that two months and a half have elapsed since the 30th November, and consider that these months have unquestionably been months of great activity in our import trade, we shall be able quite to understand why capital is scarce with us now; it would be a matter of surprise if it were still plentiful.

The following are the largest items in the account for the eleven months ending Nov. 30, in each year:

	1858.	1859.	1860.
Wheat	£8,576,628	£8,064,614	£14,010,570
Cotton	26,340,402	28,762,560	31,567,120
Barley	1,924,856	1,961,761	3,060,801
Oats	1,865,824	1,667,398	2,494,671
Tea	4,597,787	4,509,645	5,931,346
Timber	2,228,455	3,264,789	3,940,137
Wool	7,474,584	8,538,910	9,472,810
Wine	1,799,003	2,320,479	3,882,651
Butter	1,603,018	1,812,114	2,119,812

These figures speak for themselves and need no comment. We read in them that we have had a bad harvest; that we have imported grain largely to feed our people; that there has been an American revolution, for no less a name is sufficient; that the first effect of this revolution is to make every holder of American produce anxious to ship it to Europe, while the old track is still open, and before the possible, though not, as we think the inevitable consequences of disruption should have intervened. We cannot wonder that in such a state of commerce the rate of interest is higher, for it is evident that our available resources must be largely absorbed.

Nor is this the whole of the instruction which these tables afford us. It is not only necessary for our trade that we should have capital; we must likewise have money, and our imports of bullion were seriously less in 1860, than in 1859. The figures are these:

	1860.	1859.
Importations of bullion from United States	£4,792,582	£9,672,981
Ditto from Australia	6,716,857	8,627,854
Total	£11,512,439	£18,300,835

And, in addition to this diminution of the supply, we have had a new demand to supply. We have sent £1,727,220 of gold to America, a coun-

try which, in all ordinary times, takes none from us, but, on the contrary, sends us much. Not only, therefore, is the loanable capital of the country largely absorbed in our extended imports, but the supply of that kind of capital which is most available for foreign payments, and which must effectually and rapidly tell on the rate of interest, is for the present diminished.—*London Economist.*

Railways in Austria.

Official statistics supply details with regard to the earnings of Austrian railways in the course of 1860. The State lines in Venetia and the Tyrol, altogether 738 miles in length, carried last year 4,378,663 passengers, and earned 1,661,492*l.*; the lines conceded to French proprietors, extending over 799 miles, carried 2,020,200 passengers, and earned 1,965,117*l.*; the Ferdinand, Theiss, Gallicia, Pardubitz and Reichenberg, Aussig and Toplitz, and Graz and Kossac lines, carried, over 1,054 miles. 2,865,360 passengers, and earned altogether 2,178,588*l.*; making a total of 9,264,233 passengers carried over 2,594 miles, and a nominal total receipt of 5,806,637*l.* As, however, the receipts of Austrian railways are derived from notes of which the value is variable, a deduction of 30 per cent. must be made to arrive at the mean actual receipts, reducing the amount to 4,064,003*l.*, or about 1,567*l.* per mile. This amount is 9.6 per cent. below the earnings on the Prussian lines. The totals given above do not comprise the Western line, the line from Mohacz to Funfkirchen, from Brunn to Rositz, and from Wolfsegg to Traunthal (the last is only a coal traffic). The receipts of these lines, when ascertained, will, of course, affect the mileage total given above. On the Southern lines the goods traffic amounted to 63.1 per cent. of the whole receipts; on the Lombardian lines it amounted to only 33 per cent.; on the lines ceded to French proprietors it reached 75 per cent.; and taking the whole of the lines of which particulars have been given, the mean goods traffic was 70.1 per cent. in excess of that carried on the Prussian lines.—*London Railway Times.*

Northern Railroad of Canada.

The annual meeting of this Company was held at Toronto on the 13th of February. The report of the directors shows that the assistance given by the province and the steps taken to re-organize the company had been attended with the most satisfactory results. The freight carried during the past year was 125,345 tons, against 91,402 the previous year; and the number of passengers 91,582, against 78,072. The gross earnings increased in the same period from $240,044 to $332,967; and the net profit from $42,844 to $72,500. The directors have been able to pay the interest on the first and second preference bonds, leaving a balance of 6,634*l.* in the treasury available for interest. The contract for the restoration of the line is in progress, and will be completed early next year, when the directors anticipate that they will be able to do a large business at a less proportionate expenditure. The floating debt of the company, with the exception of a small amount unadjusted, has been liquidated. The steam connections on Lake Ontario and the river St. Lawrence have been efficient and satisfactory, and have relieved the company from the embarrassments of unfavorable traffic relations with the Grand Trunk, whose recent policy of close combinations seemed especially dirrcted against this as a through route, notwithstanding that it has unsually contributed to that company during the seasons of navigation an average of 12,000 tons of freight free of all commissions and charges, an amount that during the past year might have been doubled, had not this company been necessarily driven to other though scarcely less favorable outlets. But the directors have preferred to await the abandonjment of a system more injurious to Grand Trunk than to Northern interests, rather than engage in an active traffic hostility or rash competition, and they have reason to believe that the issue will ustify their course.

Chesapeake and Ohio Canal.

This canal has commenced business this year more favorably than in any previous season, and it might be added, with good hope of continuance. During the month just closed, the arrivals of boats at the tide-water collection office at Georgetown were two hundred and twenty-five. The tolls collected there last week amounted to little more than $5,000, and during the month to between $10,000 and $11,000. It is unsual to estimate one-third of the Georgetown tolls for the tolls collected at the offices above, which is to be added to the foregoing. These receipts are unprecedented thus early in the season. Of course the largest proportion of tonnage downward was Cumberland coal, but no less than 17,890 barrels of flour have been received during the month. Besides this heavy business in coal and flour, there have been considerable arrivals of corn, wheat, wood, limestone and the usual articles of canal trade.—*National Intelligencer.*

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending March 29, 1860:

Passengers	$18,369 21
Freight and live stock	31,158 81
Mails and sundries	1,329 54
Total	$50,857 56
Corresponding week of last year	46,383 01
Increase	$4,474 55

The earnings of the Chicago, Burlington and Quincy Railroad Line in March were:

	1860.	1861.
Freight	$106,435 00	$115,062 20
Passengers	46,470 70	39,664 86
Mails	8,363 11	4,065 46
Total	$161,268 81	$158,792 52
Decrease		$2,476 39

The earnings of the Panama Railroad in February, 1860, were $163,558 20
1861 111,132 05
Decrease $52,426 15

The earnings of the Rock Island Railroad in March, 1860, were $76,124
1861 75,274
Decrease $850

The earnings of the St. Louis, Alton and Chicago Railroad in March were $79,597 47
Corresponding period in 1860 77,192 77
Increase in 1861 $2,404 70

The earnings of the Galena and Chicago Railroad for March, 1861, were $100,767 26
Same month, 1860 80,793 07
Increase in 1861 $19,974 19

The earnings of the Cleveland and Toledo Railroad in March, 1861, were $85,873
March, 1860 85,802
Increase $71

The earnings of the Buffalo, New York and Erie Railroad in March, 1861, were $50,736 44
March, 1860 49,989 73
Increase $746 71

The earnings of the Michigan Central Railroad in March, 1860, were $160,311
March, 1861 151,670
Decrease $8,641

The earnings of the Chicago and Northwestern Railroad for March, 1861, were $64,542 28
March, 1860 45 979 19
Increase $18,563 09

The earnings of the Toledo and Wabash Railroad in March, 1860, were $64,414 37
March, 1861 61,050 77
Decrease $3,363 60

The earnings of the Milwaukee and Prairie du Chien Railroad, for March, 1861, were $41,742 91
March, 1860 39,501 04
Increase $2,241 87

The receipts of the Grand Trunk Railway of Canada for the week ending March 30th, 1861, were $88,392 67
Corresponding week, 1860 77,308 98
Increase $11,083 69
Tot. traffic from July 1, 1860, to date, $2,568,020 44
Corresponding period, 1859 2,118,117 42
Increase $449,903 02

The following is the Illinois Central Railroad Company's statement for March, 1861:

Land Department.

Acres Construction Lands sold	8,037.26	for	$134,566 63
Acres Interest Fund L'ds sold	814.54	"	11,160 34
Acres Free Lands sold	2,169.64	"	33,164 40
Total sales during the month	11,021.46	for	$178,891 37
To which add Town Lot sales			742 20
Total of all			$179,633 57
Acres land sold since Jan'y 1, 1861	31,151.96	for	$480,782 98
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,291,425.42	for	16,628,766 89

Construction Bonds canceled in March, 1861 $22,000 00
Construction Bonds canceled previously 1,812,000 00
$2,824,000 00
Total cash receipts in March $61,183 32
Total receipts since Jan. 1, 1861 184,378 67
Total cash and bonds received to March 31, 1861 4,380,277 69

Traffic Department.

Receipts from Passengers	$58.439 93
" Freight	158.581 90
" Mails	6,358 33
" Rent of road	5,833 27
" Other sources	1,790 42
Total receipts for March, 1861	$231,003 85
Do. do. 1860	209,094 20
Increase	$21,909 65
Total receipts since January 1, 1861	$829,804 22
Total receipts in corresponding period of 1860	581,170 80
Increase	$248,633 42

	1857.	1858.
Traffic	$2,293,964 57	$1,976,578 52
Working expenses	1,791.231 14	1,419,954 80
	$502,733 43	$556,623 72
	1859.	1860.
Traffic	$2,114,448 98	$2,721,590 94
Working expenses	1,489,579 52	1,693.403 30
	$624,869 46	$1,028,187 64

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-----	-----	-----	-----	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	----
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	-----	-----	1,030,957	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793 850	709,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0	.....	241,330	127,505	3	----
31 Dec. '59	61.0	—	3.0	—	---	---	-----	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	-----	61.0	.....	107,837	20,627	—	----
31 Dec. '59	46.0	9.0	7.0	—	---	---	-----	New Haven and Northampton	1,400,000	—	—	922,500	700,000	-----	-----	59.7	.....	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	-----	-----	----
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	-----	117.4	.....	1,049,768	416,251	-----	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	-----	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	----
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	----
								FLORIDA.													
-- -- '59	154.2	—	----	—	---	---	-----	*Florida*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	104,670	594,836	19.3	.....	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	-----	-----	-----	-----	-----	-----	-----	29.4	-----	-----	-----	-----	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	-----	-----	-----	-----	-----	-----	-----	30.0	-----	-----	-----	-----	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-----	53.0	.....	168,988	95,612	—	----
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-----	-----	-----	31.0	-----	-----	-----	-----	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-----	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	93
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	869,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	-----	-----	-----	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	-----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-----	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
-- --	220.0	—	----	—	---	---	-----	Chicago, Alton and St. Louis	10,000,000	-----	-----	3,500,000	4,500,000	-----	10,000,000	220.0	-----	-----	-----	-----	----
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	----	69
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-----	-----	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	50½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	-----	580,000	-----	-----	84.0	-----	-----	-----	-----	----
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	----	69
-- -- '57	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	-----	-----	-----	-----	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	-----	2,721,591	850,630	—	72
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-----	-----	148.0	-----	-----	-----	-----	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-----	-----	-----	-----	600,000	-----	-----	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-----	-----	186.0	-----	-----	-----	-----	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-----	-----	-----	-----	-----	-----	-----	oper	by Chic.	& R. Is.	-----	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	-----	—	----
								INDIANA.													
— -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-----	1,196,679	1,006,125	-----	-----	108.0	-----	-----	-----	-----	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-----	-----	-----	-----	-----	-----	-----	29.0	-----	-----	-----	-----	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	----
31 Aug. '57	78.0	—	----	—	---	---	-----	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	-----	108.0	.....	222,737	74,328	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-----	2,000,000	64.0	-----	-----	-----	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-----	-----	-----	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-----	-----	-----	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-----	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-----	-----	-----	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-----	-----	-----	245,000	755,000	-----	-----	-----	-----	-----	-----	-----	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-----	-----	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-----	-----	-----	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-----	-----	-----	-----	107.6	-----	-----	-----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-----	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	-----	20.0	-----	-----	-----	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	—	—	694,444	71,000	-----	-----	13.0	oper. by	Cov. &	Lex.	—	----
30 Jnn. '60	29.0	—	----	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	-----	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	-----	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	----
-- -- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	-----	-----	-----	-----	-----	-----	-----	18.8	oper. by	Cov. &,	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-----	-----	-----	-----	22.0	-----	-----	-----	-----	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-----	-----	-----	-----	27.0	-----	-----	-----	-----	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	222,649	—	----
31 Mar. '59	206.0	—	----	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-----	753,774	-----	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	-----	-----	-----	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	----
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	----
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	---	---	-----	Penobscot	328,412	----------	—	180,497	300,000	75,000	----------	----	----------	----------	----------	—	----
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	----------	----------	37.0	----------	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	----------	----------	----------	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	----------	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290 840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,899	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	----------	1,018,103	283,627	—	144
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	----------	544,882	184,615	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	114½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	----------	685,631	349,487	8	110
30 Nov. '60	44.6	24.0	59.2	—	30	50	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,683	439,284	8	113
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	----------	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	----------	297,096	153,154	8	115
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	----------	120.7	----------	719,234	367,083	2	71½
30 Nov. '60	19.9	1.3	3.6	—	---	---	-----	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	55,946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	102
30 Nov. '60	14.0	2.4	-----	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,337	6	98½
30 Nov. '60	24.9	—	2.0	—	---	---	-----	Hampshire and Hampden	577,582	----------	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	----	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and Lll	12,550	6	----
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	158,374	229,205	68,510	8	112
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	55,881	143,261	25,264	6	----
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696	—	220,240	221,600	211,693	653,523	36.0	75,866	51,338	14,087	—	----
30 Nov. '59	8.6	—	-----	23.4	---	---	-----	N. York and Boston Air Line	673,302	----------	—	223,176	675,000	2,853	901,029	8.4	20,888	22,531	----------	—	----
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503	—	3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107½
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	32,480	48,355	27,000	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	----------	393,589	197,774	7	106
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and Ll	17,500	—	----
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	---	---	-----	Stockbridge and Pittsfield	448,700	----------	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,490	7	----
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
30 Nov. '59	6.1	—	-----	36.5	---	---	-----	Troy and Greenfield	478,048	----------	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,380	—	3,516,865	77.0	107,478	246,798	106,317	—	61
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W. S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	----------	1,881,351	888,254	8	116
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	62
								MICHIGAN.													
1 Jun. '59	17.3	—	-----	2.7	2	1	100	*Bay de Noquet and Marquette*	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
30 Sep. '59	57.0	—	-----	—	---	---	-----	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	----	----------	----------	----------	—	----
30 Sep. '60	188.0	—	-----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,369	188.0	----------	365,038	144,270	—	----
-- -- --	—	—	—	—	---	---	-----	*Flint and Pere Marquette*	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
-- -- --	—	—	—	183.0	---	---	-----	*Grand Rapids and Indiana*	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
31 May, '59	284.0	—	-----	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	----------	2,417,915	886,697	—	61
28 Feb. '61	246.0	293.0	-----	—	91	135	976	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,258	1,661,295	9,018,200	9,719,704	568,791	19,301,695	539.0	----------	2,075,459	1,035,629	—	14
-- -- --	—	—	—	89.8	---	---	-----	*Port Huron and Milwaukee*	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	----------	----------	—	----------	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	----------	----------	—	----------	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	----------	----------	—	----------	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	----------	----------	—	----------	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	----------	----------	—	----------	----------	----------	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	-----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----------	584,342	328,092	—	----
1 Oct. '59	71.4	—	-----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----------	176,462	116,433	—	----
31 Dec. '58	83.2	—	-----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----------	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	-----	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	----------	----------	----------	—	----
31 Aug. '60	206.8	—	-----	—	---	---	-----	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Oct. '58	168.8	—	-----	68.0	---	---	-----	*North Missouri*	5,396,527	235,994	—	2,620,000	3,250,000	48,006	6,018,106	168.0	----------	256,159	----------	—	----
-- -- --	—	—	—	—	---	---	-----	*Platte County*	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
28 Feb. '59	163.0	19.0	-----	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	----------	676,310	301,503	—	----
31 Oct. '58	19.0	—	-----	264.0	---	---	-----	*South-Western Branch*	1,226,010	----------	—	66,974	1,400,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '60	86.5	3.6	-----	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	---	---	-----	Ashuelot	506,000	----------	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	----------	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	----------	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	56½
30 Sep. '59	46.8	—	-----	—	---	---	-----	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	-----	—	---	---	-----	Contoocook River	200,000	----------	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	-----	—	---	---	-----	Eastern	525,205	----------	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	-----	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	-----	—	---	---	-----	Manchester and Lawrence	1,000,000	----------	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	109
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	----------	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	54
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
30 Nov. '59	64.2	—	-----	—	---	---	-----	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	----------	76.0	----------	269,605	127,241	—	----
30 Nov. '59	63.9	32.3	-----	8.0	---	---	-----	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	----------	----------	96.2	----------	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	-----	—	---	---	-----	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	----------	60.2	----------	152,155	66,453	—	----
31 Dec. '60	64.0	—	-----	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	115
1 Mar. '60	—	—	—	2.9	---	---	-----	Long Dock	800,000	126,000	—	----------	1,488,121	----------	----------	----	----------	----------	----------	—	----
31 Dec. '59	53.0	—	-----	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	----------	255,236	107,321	6½	----
31 Dec. '60	33.8	—	-----	—	---	---	-----	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	-----	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	----------	----------	----------	----	----------	----------	----------	—	----
30 Sep. '59	13.5	—	-----	—	---	---	-----	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
30 Sep. '59	15.0	—	-----	—	---	---	-----	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
30 Nov. '59	18.7	—	-----	—	---	---	-----	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	----
30 Nov. '59	13.0	—	-----	47.0	---	---	-----	West Jersey	280,278	----------	—	216,794	----------	56,582	----------	----	----------	15 344	3,868	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r. by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	.....	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	.....	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	40
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	.....	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	715,856	.....	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	.....	97.5	.....	343,021	154,369	—	10½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	74
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	25
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	13
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	225,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	155,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	60.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	94½
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	.....	.....	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	30½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,809,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	—	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	811,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,658	6	80
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	185,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	6,391,542	393,977	.....	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	....	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,154	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	....	....
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,610	20,130	11,737,041	12,195,950	1,125,000	26,067,991	151.4	.....	3,312,546	858,597	....	38½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	....	125
31 Oct. '60	98.0	6.0	....	—	30	93	521	Phila., Wilmington and Balt.	7,900,000	*	—	5,800,000	2,800,000	—	.....	200.5	48,677	1,236,597	471,712	6½	84½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	321,447	----------	1,321,847	33.0	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	----------	----------	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	----------	191,970	96,208	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,245	2,519,584	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,960	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	177,553	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----------	----------	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	479,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706 817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,350,695	ope	r. by Vt.	Central	----------	—	81
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	----------	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	----------	1,981,197	1,200,000	77,908	6,753,655	143.2	224,014	560,904	282 328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	----------	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	11
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	545,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----------	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	----------	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,061	----------	----------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108 0	193,683	116,225	41,955	—	----
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----------	----------	----------	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----------	1,550,873	1,936,131	12	110½

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	350,000	10	1871	----
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	104
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	99
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	78
1st Mortgage	3,600,000	---	------	40
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	81
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**	----------	---	------	----
***Columbus, Piqua and Indiana:**	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
	----------	†	------	----
	----------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	95½
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	99
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
	----------	---	------	----
	----------	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Hendera'n:				
	----------	---	------	----
	----------	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
	----------	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	45
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
	----------	---	------	----
	----------	---	------	----
	----------	---	------	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104
2d Mortgage	1,980,000	7	1860	100
3d Mortgage	1,840,000	7	1875	90
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	94½
Construction	4,115,000	6	1875	94½
Free Land	3,000,000	7	1860	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1869	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Dany.):				
	----------	---	------	----
	----------	---	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	19
2d Land Grant (Western Div.)	353,800	†	------	19
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	-------	---	------	----
Mortgage	-------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	90
1st Mortgage (convertible)	500,000	8	------	99½
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	98
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	----
Northern Indiana	985,000	†7	1861	82
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	90
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	88
Goshen Air Line	1,335,000	†	1868	85
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	86
2d Mortgage	2,175,000	†	1877	67
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
---- ---- ---- ----	-------	---	------	----
---- ---- ---- ----	-------	---	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	95½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	95½
Premium Consolidated Stock	8,000,000	6	1883	95½
Real Estate	221,000	6	1883	95½
New Convertible	3,000,000	7	1864	102
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	104½
2d Mortgage	4,000,000	7	1859	100
3d Mortgage (convertible)	6,000,000	7	1883	89
4th Mortgage (convertible)	3,729,000	7	1880	94
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	101½
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	67
Chattel Mortgage	214,500	10	------	96
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,691,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ---- ----	-------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	81
2d Mortgage	461,378	8	------	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	-------	7	35 y'rs	----
Free Land	-------	---	------	----
Peoria and Oquawka:				
---- ---- ---- ----	-------	†	------	----
Peru and Indianapolis:				
---- ---- ---- ----	-------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	62½
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	-------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	800,000	---	------	----
Guarantied by State	200,000	---	1875	91
Mortgage (Coupon)	250,000	---	1859	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	856,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	...	1860	....
3d Mortgage	75,000	...	1870	....
4th Mortgage	60,000	...	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	...	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	...	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	...	.....	....
2d Mortgage	450,000	...	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	...	.....	....
2d Mortgage	900,000	...	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	...	.....	....
St. Louis City Subscription	500,000	...	.....	....
St. Louis County Subscription	1,000,000	...	.....	....
Carondelet Subscription	50,000	...	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	...	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	30
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	...	.....	....
Mortgage	46,000	...	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	.....	7	.....	17½
2d Mortgage	.....	...	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	...	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	...	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	...	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	...	.....	....
.....	.....	...	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	...	1866	70
2d Mortgage	1,000,000	...	.....	....
Income	177,000	...	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	...	.....	....
Sterling, issued in 1858	144,500	...	.....	....
Company's, endorsed by State	203,500	...	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	398,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending April 10, 1861.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:—						
U. S. 5s, 1874	89½	....	....	....	89	85
U. S. 6s, 1881	96	95½	92½	94½	93½	93½
STATE STOCKS:—						
California 7s	....	86	....	....	84	83
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	....	....	95	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	65½	63	63½	62	60	60
New York 6s, 1874	....	....	....	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	80½	79	79½	79½	78½	76
Ohio 6s, 1860	98½	98½	....	....	....	....
Tennessee 6s, 1890	75	74	73½	73	72	71
Virginia 6s	75	74	75	73½	71	69
RAILROAD SHARES:—						
Chicago, Burl. and Q.	73½	72	72	71½	70	69
Chicago and Rock Isl.	56	54	54½	52½	51½	50½
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Ashl.	125	....	....	....	....	....
Clev. and Pittsburg	....	....	....	8	....	....
Clev. and Toledo	35	33½	34	32½	31½	30
Del., Lack. and West.	....	....	80	....	....	....
Galena and Chicago	72½	71½	71½	70	69½	69
Hudson River	44	42	43½	41½	41	40
Illinois Central (scrip)	80½	78	78	76½	73½	72
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	57	55	55½	54½	52	51
M. S. and N. I. guar'd	38½	36	33½	35	33½	32½
M. S. and N. I.	17	16	16½	15½	14½	14
Milwaukee and Miss.	....	11	....	....	....	....
New Jersey Central	....	115	....	....	....	....
New York Central	78	76½	76½	75½	74½	74
New York and Erie	31½	29½	29½	29½	26½	25½
N. York and Harlem	16	15	15	14½	14	13
N. Y. and H. "pref."	41	39½	39	38½	37	36
Panama	116	115	114	111	110	110
Phila. and Reading	42½	42½	42½	40½	39	38½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	42	40½	40	....	....
" " 2d M.	17½	....	16	....	....	16
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2M. 8 p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2M. 8 p.c. '75	....	97	97½	....	....	....
Hann. & St. J. 1 M. 8s	50	....	47	49½	45	45
Hudson R. 1 M. 7 p.c. '69	....	....	....	104	....	....
" 2M. 7 p.c. '60	....	....	....	....	....	....
" 3M. 7 p.c. '75	58	....	....	....	....	....
Illinois Centr. 7 p.c. '75	96	95	95½	95½	96	94½
" " 6 p.c. '75	96	95	95½	95½	95	94½
L. Erie & Wab. 1 M.	....	71	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	99½	....	99½	99½	98	....
" conv. 8 p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	65	....	62	61	....
" " S. F.	85	85	84	....	83	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	95½	....	....	....	95½
" 1 M. 7 p.c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	104½
" 2 M. 7 p.c. '84	....	....	....	....	....	....
" 3 M. 7 p.c. '83	89	....	....	89	....	....
" 4 M. 7 p.c. '80	....	....	92	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7p.c. '62	....	....	....	....	....	....
" " 7p.c. '71	....	....	....	60	....	60
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7p.c. '73	101	....	....	....	101	....
" 2 M. 7p.c. '64	....	....	....	....	....	....
" 3 M. 7p.c. '67	....	....	....	....	....	....
Penn. 1M. 7p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	97	....	....	....	....	95½
America, Bank of	....	....	....	....	....	....
Commerce, Bank of	95½	....	95	....	95	....
Merchants' Exch. B'k	....	....	....	101	85	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	....	105	....	....
MINING STOCK:—						
Pittsburg	....	....	....	....	....	52
Rockland	....	....	....	....	....	18
Minnesota	....	....	....	....	....	70
Isle Royale	....	....	....	....	....	8
MISCELLANEOUS:—						
Del. and Hud. C. Co.	89	....	88½	....	....	89½
Cumberland Coal Co.	....	....	....	....	7	....
Penn'a Coal Co.	81	....	....	....	....	....
Pacific Mail S. S. Co.	84½	83	83	82	80	78
Canton	....	....	....	14	....	14
Brooklyn Water W's.	103	....	....	....	103½	103½

The following are the closing prices in the London Market on the 22nd March:

United States 5 p. c. red. '74	79	to	81
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	89	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	71	to	73
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	68	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	79	to	80
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, April 13, 1861.

Share and Money Market.

The extensive military and naval forces fitted out from this port and dispatched South, are regarded as almost the same thing as actual hostilities, and have caused a very heavy fall in all kinds of securities. Prices have given way from 5 to 10 per cent., under the idea that an actual collision between the forces of the United and Confederated States is now inevitable. It would be idle to speculate upon the future either as to political events, or the future condition of the Share Market.

Money continues most abundant, with very little use or call for it. It is probable that there may be more demand upon the opening of Lake and canal navigation. There is a vast amount of produce still interior to move which will require a large sum. Our railroads are still doing a good business, with the prospect of a prosperous year. The season has opened very favorably for farmers. We have yet to hear the first complaint of the effect of the winter upon the *wheat* crop. This is looking remarkably well and has escaped one of its great perils. Were it not for our political troubles, the country now would be in a better position than during any previous period.

Madras Railway.

The receipts on the open portion of the south-west line, for the half-year ending Dec. 31, amounted to 36,849*l.*, on 137 miles (or 269*l.* per mile), against 31,835*l.* on 96 miles (or 331*l.* 12*s.* per mile) in the same period of the previous year. The directors have received accounts of the opening of a further section of 70 miles of this line, westward, from Tripatoor, on the first of February, making the entire length now open 207 miles, from Madras to Salem.

Montreal and Champlain Railway.

The report of this company for the year 1860 was presented at the annual meeting held in Montreal on the 13th of February. The gross earnings were $232,803 (being $8,373 in excess of 1859); the gross working expenditures were $136,349, but of this sum $9,255 must be classed as extraordinary outlay, leaving for the ordinary working expenses $127,094 (being 54 6-10 per cent. of the gross receipts), which deducted from the earnings, leaves a balance of $105,668, of which $92,451 have been applied to the payment of interest, and the balance to the liquidation of floating debt. The increase in the gross revenue has been derived from the legitimate business of the company. The casual revenue formerly arising from the works of the Victoria-bridge having altogether ceased, it is gratifying, notwithstanding, to find that there has been a progressive improvement in the general traffic.

"Oil Well" Mania.

Thousands of barrels of what is known as "Well Oil" is being distributed throughout this country, and recently large shipments have been made to Europe.

This oil is sold at from twenty to thirty cents per gallon at the "Wells" in its crude state, the many exaggerations as to the immense profits arising from its manufacture and sale, have so raised the fever of speculation that lands in Pennsylvania and Ohio which have been heretofore almost valueless, have been sold recently as high as $1,500 per acre, and that too without the positive knowledge that a single gallon of oil could be obtained on the premises, the purchase being based entirely on the fact that "Oil Wells" had been discovered in the immediate neighborhood.

As an illuminator, this oil when properly prepared and purified has no superior, while as a lubricator it is and must be valueless.

The best description of crude "Well Oil" we have examined, is the "Mecca or Rock Oil"; it is of a greenish color, but when heated, precipitates a large per centage of gritty material, which when analyzed proves to be of the nature of fine "pulverized Rottenstone," and when this is extracted the oil left is comparatively clear, but without sufficient body to render it at all suitable for any other than burning purposes, renewing the conclusions so often heretofore arrived at by parties trying coal oils for lubricators.

We understand that the crude "Mecca or Rock Oil" has been used upon a number of railroads in Pennsylvania and Ohio in order to test its merits as a lubricator, but that upon nearly all it has been abandoned, after becoming evident from the extra wear upon the machinery occasioned by its use, that the saving in the first cost of this oil was more than counterbalanced by the extra cost of repairs to the machinery.

In the excepted cases it seems to have had secret and special influences, rendering its use for a while at any rate compulsory, in such quarters.

We give the above statement of facts because while the intrinsic value of this "Well Oil" under whatever name it may be known, is undoubted and a field for its almost unlimited use can be found, it will retard and damage its proper introduction if pressed for purposes for which it is not only unfit, but actually extremely detrimental, as several of our leading railway officers have found after careful trial. The discussion of the results of a really valuable article never injure it, and publicity given to its successes or failures are due to all concerned, producers as well as consumers.

Pittsburg, Fort Wayne and Chicago R. R.

At the annual election for directors held on the 27th ult., the old board were re-elected without opposition. The following is the list: G. W. Cass, Wm. Robinson, Jr., Spingler Harbaugh, Thomas A. Scott, Pennsylvania; Kent Jarvis, John Larwil, W. Merriman, R. McKeiley, Ohio; Samuel Hanna, Pliny Hoagland, J. L. Williams, A. L. Wheele, Indiana; Wm. B. Ogden, John Evans, Illinois; Gilead A. Smith, New York. At a subsequent meeting of the board, G. W. Cass, Esq., was re-elected President. Mr. Cass is also Superintendent of the road; J. P. Henderson, Treasurer; and T. D. Messler, Auditor. The office of the company is at Pittsburg, Pa. The financial agent in New York is Gilead A. Smith, 207 Broadway.

Locomotives Crossing the Susquehanna.

We learn that the passenger trains on the Philadelphia, Wilmington and Baltimore Railroad have commenced running through between Baltimore and Philadelphia. The engine, mail, baggage and passenger cars are all run on a boat recently constructed for that purpose, and thus transported across the river. Heretofore passengers have been obliged to leave the cars they commenced their journey in, upon reaching the Susquehanna, and after a long tramp on each side of the river, to and from the boat, resume their journey in another train. Hence two engines and two trains of cars were required to perform the work of only one; involving additional expense to the company, as well as loss of time, and no little inconvenience to the passengers.

English Railway Insurance.

The report of the Company for the Insurance of Passengers upon Railways in England, states that "the amount of premiums received and due for the half year ending the 31st of December last, amounted to £18,908, against £15,588 in the corresponding half of 1859. The total income for the year 1860 was £38,709, against £30,766 during the year 1859, showing an increase of 25 per cent. The commission and Government duty amounted to £2,713, and the working expenses to £4,171; the amount paid for compensation being £9,971. After payment of interest to the proprietors, and the usual charge for liquidating preliminary expenses, a balance of £8,329 remained, to which must be added £1,624, making a total available balance £10,954. From this sum interest at the rate of 4 per cent. per annum would be paid to the proprietors, and the remainder held as a fund to meet the risks upon the policies in force. The compensation paid during the year 1860 amounted to £21,056, or 54 per cent. of the premiums received. This sum had been paid for 12 fatal cases and 1,187 cases of personal injury. The number of casualties during the recent frost was quite unprecedented in the company's experience. Six claims for serious injuries arose from the accident at Wimbledon, in which the late lamented Dr. Baly lost his life. In a previous accident on the London and Northwestern Railway a gentleman named Kelly was killed. He was, however, insured in this office, and thus secured for his bereaved wife and large family the sum of £1,000, which they would have the consolation of soon receiving, and for which only 6d. had been paid. It appears that in the general accident department as many as 1 in 12 receive compensation for accidents.

Sale of the St. Louis, Alton and Chicago Railroad.

Mr. James Robb, special Master in Chancery, for that purpose appointed, advertises in the *Illinois State Register* that he will sell, under a decree entered in the Macoupin Circuit Court, the St. Louis, Alton and Chicago Railroad, and all appurtenances, fixtures, &c. Sale to take place May 22, 1861, in the city of Springfield.

Interest and Dividends.

The Central Railroad of New Jersey has declared a dividend of two and a half per cent. payable 15th instant.

The Macon and Western Railroad Company (Ga.) has declared a quarterly dividend of three per cent., payable to New York stockholders at the Bank of the Republic on and after the 15th instant.

Railways in Russia.

In order to complete the 1,070 miles of the Grand Russian railways early next year, a final 62½ silver roubles are called up for payment, between the 5th and 15th of April, one-half of which Messrs. Baring, Brothers, will advance for a period of six months, at 5 per cent. interest, for any Shareholders who desire it.

Steam Fire Engines.

The Baltimore *American*, of April 4th says: A trial was had at one o'clock yesterday, in Monument Square, of a superior *Steam Fire Engine*, constructed by Messrs. Poole & Hunt at the "Union Works," near Woodbury, for Georgetown, in Demerara, South America. The engine weighs about 4,500 lbs., without water and fuel, and with these 5,020 lbs. It has the tender permanently attached. The engine threw a body of water 229 feet through an inch nozzle, and 206 feet through a ⅞ inch nozzle. The engine has been named the "City of Baltimore," and under the charge of Mr. Michael Dunn, the present engineer of No. 4 Engine, who will go with and superintend it in the designated place, will fully sustain the high character of the well known builders for excellent workmanship. The cost of the engine was $2,800.

Mobile and Great Northern Railroad.

The Mobile *Register* says the work of tracklaying on the Mobile and Great Northern road has already commenced, and congratulates its readers on the expectation that by the 1st of October next, they can go to Montgomery, by railroad, in five hours.

Cincinnati, Cumberland Gap and Charleston Railroad.

The Knoxville *Whig* says this road is progressing beyond the most sanguine expectations of its friends. There are now 500 hands on the road between Morristown and Chucky river, a space of twelve or fifteen miles. The grading is almost completed on that section, and the track-laying will commence in about six weeks. The contractors are men of means, and of great energy, working their own hands for the most part, and going ahead as though they were driven by the application of steam power.

Junction and Breakwater Railroad.

This company was chartered in 1856 with authority to construct a railroad from the Delaware railroad to Lewes. The first division of the road from Harrington, on the Delaware railroad, to Milford, 8½ miles, was completed and opened for use September 7, 1859. It is operated, (in connection with the Delaware, and New Castle and Wilmington railroads,) by contract with the Philadelphia, Wilmington and Baltimore Railroad Company. The total length of the road when completed to Clews will be 29 miles. The amount of share capital authorized is $125,000. The amount subscribed to the close of the fiscal year, January 14, 1861, was: upon the first division $44,250; and upon the second division $21,025—making a total of $65,275. The amount paid in, in cash and bills receivable, was: upon the first division, $42,129; and upon the second division $15,578 93—making a total of $57,707 93, leaving the amount still due $7,567 07. From this should be deducted $890, being estimated loss by insolvency, and $850 for bills held by subscribers against stock—leaving a balance of $5,827.

The receipts from all sources during the year, including balance of $2,716 51 from previous account, has been $22,248 58; and the expenditures $21,503 19—leaving a balance of cash on hand of $745 39; to which add bills receivable $1,718 19—making a total of cash and bills receivable of $2,463 58.

Up to July last the cost of operating the road, with two daily trains each way, was $17 per day; since then, the number of trains have been reduced, and the expenses probably diminished, by dispensing with the morning train up and the night train down every alternate day. The increase in the receipts of the road during the last four months of 1860, as compared with the corresponding months of the previous year, when the road first went into operation was equal to about 30 per cent.

The work upon the second division was progressing. Previous to the commencement of the year surveys had been made between Milford and Georgetown; and in March, 1860, the line was located and proposals received for the graduation and track-laying, consisting, with the contemplated sidings, of 16 miles in length. The contracts were closed on the 31st of May, and work commenced on the 28th of June following, near Milford, since which time it has been prosecuted with efficiency and energy, and to the entire satisfaction of the board. The entire grading, bridging, ballasting, etc., has been completed on that portion of the division extending over ten miles of the track from Milman's 5½ miles south from Milford, to the depot grounds at Georgetown, and is now ready to receive the ties, rails and superstructure, while the graduation, bridging and ballasting has been done on about one-half of the residue of the road between Milman's and Milford. The amounts owing by subscribers, if promptly collected is considered ample to complete the graduation and masonry of the entire division between Milford and Georgetown. The report says:

The semi-annual appropriations for the road from the Treasury of the State under the provisions of the act for the encouragement of internal improvements, passed at the last session of the Legislature, have been promptly paid as they fell due, into the Treasury of the Company, amounting in the aggregate up to the first of the present month, to the sum of $27,600, which has been applied in payment of the balance due on the purchase of iron for the first division of the road, leaving a remaining and final balance of about $5,600 still due thereon, and which the board hopes to be able to discharge in a short time. I state this fact in the conclusion of my remarks, because I think it cannot fail to afford you some satisfaction to know that if the work has not proceeded with as much rapidity as some may have hoped and desired, we have been able thus far, to pay for it as it progressed, without being obliged to pledge our credit and discount our prospective resources at heavy and ruinous rates, as too many companies before us have been constrained to do, and without incurring as yet, any permanent lien or incumbrance whatever, on the corporate means and property of its stockholders; and that we have, therefore, good ground to believe that we shall be able at no remote day, to complete and pay for when finished, the whole of this valuable and important projected improvement, not only to Georgetown, but to its ultimate terminus the harbor of the Delaware Breakwater, if nothing should occur in the meanwhile to disappoint reasonable hopes and expectations of the public, in regard to the appropriations from the source above referred to, on which we must mainly rely for the final accomplishment of our great and durable object.

The president adds that the work upon the second division was let at a lower price per cubic yard, than upon the first division of the road between Harrington and Milford, although that was regarded at the time as remarkably low and moderate, and that the work upon it has cost less per mile, than the same work upon the first division, notwithstanding the embankments are two feet wider on their surface. We can, therefore, safely congratulate the stockholders and proprietors of it, on the possession of a railroad so far as it has now been built, well and substantially constructed in all respects, at a smaller cost per mile perhaps than any other railroad in the country.

The office of the company is at Milford, Del. The officers are:

President—John W. Houston.
Treasurer—H. W. McColley.
Chief Engineer—Tench F. Tilghman.

Pacific Railroad.

At a meeting of the new Board of Directors, George R. Taylor was re-elected President, and Daniel R. Garrison Vice President.—*St. Louis Republican.*

The citizens of this county will be glad to learn that Mr. Taylor has been re-elected President of the Company, for it is mainly by his indefatigable energy and indomitable will and determination to push the road forward that so much has been accomplished towards the completion of the road within the past year. Mr. Taylor is the right man in the right place, and by his labors and past experience, we may reasonably expect him to be equal to every emergency. If it be possible for the road to reach this point this summer, Mr. T. is the man to put it through.—*Warrensburg Union.*

Opening of a Swedish Railroad.

That portion of the eastern division of the great railroad which is to cross Sweden from Gothenburg to Stockholm, opened October 25th, extends from Stockholm to Sodertelge, and is the first line running from the capital. The king, the diet, and an immense multitude of people, participated in the celebration. The general superintendent of the whole Swedish railroad system is Mr. N. Ericsson, a brother of the inventor of the caloric engine.

Twin Creek Railroad.

The following gentlemen have been elected directors of this road: A. J. Hodder, J. E. Donnellan, S. S. L'Hommedieu, Daniel McLaren, Eden B. Reeder, John W. Owens, Esq., Geo. Carlisle.

President—Daniel McLaren, Superintendent C., H. and D. R. R.
Vice-President—John W. Owens, Esq.
Treasurer—Tunis V. Dubois.

Western Maryland Railroad.

We learn that this road which is now under contract and being built between Baltimore and Hagerstown, Md., will be completed to Westminister in a week or ten days. This is a local enterprise which promises to be of great advantage to both the City and State. Beyond Westminister, the grading is nearly completed for a distance of twelve miles. The Baltimore Correspondent of the Philadelphia *Inquirer* says of this road:—

When fully in working, it will bring us within eighty miles of Hagerstown in Washington county, one of the richest, most productive agricultural regions in the United States. We will be nearer to Chambersburg, Newville and Harrisburg by that route than Philadelphia is. In the region of country tributary to this railway are produced nearly six hundred thousand barrels of flour, besides vast amounts of wheat, corn, rye, oats, provisions, cattle, iron ore, lime and numerous other valuable products. Much of this trade has been going to Philadelphia over the Cumberland Valley and Pennsylvania Central routes, but, when the Western Maryland is in operation, only eighty miles in length, it will be difficult to compete with it in freights. Hence, Baltimore must reap the advantage of having added to her commerce a large trade legitimately, belonging to her. In a few weeks we expect to see hundreds of tons of iron ore, lime, grain, flour, provisions, &c., coming over this road from Carroll county to Baltimore, with considerable passenger travel. It promises to be one of the best and most profitable works of its kind in the country. Our city endorsed its bonds last year to the amount of a half million dollars, and they are now considered amongst the very best investments.

Railway Bills in 1861.

The report of the Board of Trade on railway and canal bills, states that the number of bills relating to railways in Great Britain and Ireland deposited this session amounts to 283. Of this number 240 authorize new works. The proposed new works to be authorized by the 240 bills are for 117 new companies to construct 2,015 miles of railway, viz., 1,446 miles in England, 220 miles in Scotland, and 349 miles in Ireland. The remaining 123 bills are promoted by existing companies for the construction of 1,002 miles of railway, viz., 814 miles in England, 67 miles in Scotland, and 12 miles in Ireland. The total length of proposed new lines was, therefore 3,017 miles, and there were in addition, 65 miles of deviation lines. There were 15 bills for new lines in the metropolis, and 8 bills for new lines in the suburbs. The report contains general observations on the various powers sought by the railway bills of the present session, together with quotations from the report of the select committee on railways and canals made in the year 1853. The report also adverts to the opinion expressed by the Royal Commissioners appointed in 1846 on the subject of metropolitan railways. Their Lordships observe with regard to these schemes that the best mode of diminishing the great pressure from street traffic which is now so frequently experienced in the metropolis would be, not to lead the traffic of several railways to a central station, but to provide railways for distributing the traffic intended for the metropolis at as many points in the metropolis as possible, and for rendering it unnecessary for the traffic which is intended to be carried

to places beyond the metropolis from entering the streets, at an average cost of £20,000 a mile, the 3,000 miles would involve a capital of £60,000,000. —*Herapath.*

Railways in Italy.

The Sardinian Government have now 354 miles in operation under their administration. The Victor-Emmanuel is working 170 miles, making an aggregate of 524 miles in the Sardinian dominions. To this total will shortly be added 37 miles for the Ossola, and 29 miles from Torreberetti to Pavia, the works having been commenced in both cases. In the Emilia a line from the old boundaries to the Sardinian States as far as Bologna (105½ miles), and a line between Plaisance and Bologna (89 miles), are worked by the Societe des Chemins de Fer Lombards et de l'Italie Centrale, and the rest (16 miles) by the State. Tuscany has now 222½ miles opened, 121 miles in course of construction, and 198 conceded. In the Neapolitan territory 125 miles are opened or nearly finished, and 20½ miles are in a less advanced state. In Lombardy, at the date of the peace of Villafranca, the Societe des Chemins de Fer Lombardo-Venitiens, Central-Italien, et Autriche Meridionale had opened the Magenta, Milan, and Peschiera (109 miles), and the Milan and Camerlata (27 miles), and had other concessions yet unexecuted. Taking the various Italian provinces, there are altogether 1,115 miles in operation and 411 miles in course of construction or about to be commenced under recognized concessions.—*London Railway Times.*

Journal of Railroad Law.

WRITTEN CONTRACTS: AGREEMENTS TO ENTER INTO, WHEN BINDING: AUTHORITY OF THE ENGINEER OF A RAILROAD.

It is one thing to agree to enter into a contract, and another thing to formally execute the contract itself. But if the agreement is perfect, the execution of the contract follows as a matter of necessity which the courts will enforce, and the damages which might result to a party from a breach in executing the terms of the contract, will follow as the measure of damages, where a party refuses after an agreement, to enter formally into the contract.

In June, 1850, the Hudson River Railroad Company advertised for proposals for grading, among others, section 67 of their railroad. The plaintiffs made proposals in writing, for performing the work and furnishing the requisite materials, at certain prices. Subsequently, the proposal of the plaintiffs was accepted, by resolution of the company, and section 67 awarded to them. Thereupon they proceeded to the performance of the work; purchased horses, cattle, carts, and all other things necessary for the completion thereof, according to the terms and within the time limited for its performance; but the defendants refused to allow them to proceed with the work.

It appears that the advertisement contained the following clause: "Contractors, whose bids may be accepted, will be required to *enter into a contract*, and commence the work without delay." This was signed by the chief engineer of the company. The plaintiffs' acceptance contained the following clause: "On the acceptance of this proposal for all or either of the said sections, we hereby bind ourselves *to enter into written contracts*, and give the required bond and security, to perform the said work for the consideration above mentioned. On the 6th of July, 1850, the defendants gave notice to the plaintiffs, that they accepted their proposition for number 67, and that they were required to come and execute the contract immediately. On the 15th of the same month, Frederick Pratt, Jr., one of the plaintiffs, called upon Mr. Jarvis, the resident engineer, whose business it was to attend to the execution of the contract. Mr. Jarvis thereupon took printed blanks, prepared for the purpose by the company, and filled them up for section No. 67, pursuant to the terms of the proposition which had been accepted; and the contracts were signed by the plaintiff, Frederick Pratt Jr., and witnessed by Mr. Jarvis. Pratt, Jr., proposed to take the contract with him to a point on the Ogdensburgh railroad, where his father, the other plaintiff, was, for the purpose of getting the signature of the latter to the contract; he stating that he would return with the contract, executed by his father, within three or four weeks, which, as he said, would be within the time to commence the work, Jarvis assented to his so doing, and Pratt, Jr., took the contract away with him.

On the 5th of August, 1850, the defendants' chief engineer made a written certificate that the plaintiffs had omitted to sign the written contract prepared for and delivered to them, and had violated its provisions by making a sub-contract with C. & H. De Graw, without the approbation of the company; wherefore, he recommended the defendants to declare the contract abandoned; which was done by resolutions passed the next day, and the work let to other parties.

The referee, before whom the cause was tried, found that Jarvis had authority to extend the time for the execution of the written contract; that he did so extend it, and that within the extended time, the contract was executed and tendered to the defendants, who refused to accept the same, or permit the plaintiffs to perform the work. A report was made in favor of the plaintiffs for $2,660 damages, for which with costs they had judgment. On appeal the judgment was reversed at general term of the New York Supreme Court in the third district, and the plaintiffs appealed to the Court of Appeals. The following is the opinion of the court of last resort.

SELDEN, J. It is very clear that the plaintiffs did not make out, upon the trial, the precise cause of action stated in their complaint; because that assumes that a contract by the defendants to let the work in question to the plaintiffs, was in all respects perfected, and the breach alleged is, that the defendants refused to permit the plaintiffs to go on with their work. But, as both the advertisement on the part of the company, and the proposition made by the plaintiffs expressly contemplated that the contract for the work should be reduced to writing, and executed by the parties; until that was done, the contract to let the work cannot be said to have been consummated.

In the aspect, therefore, in which the plaintiffs have presented their case, they clearly have no claim. The Supreme Court was no doubt right in holding that the defendants had never entered into an obligatory contract to let the work on section 67 to the plaintiffs; because it was an essential part of the agreement between the parties, that the evidence of their contract should not rest in parole, but should be in writing: and this became, therefore, a necessary preliminary to the completion of the contract. Hence the defendants were guilty of no violation of contract, in refusing to permit the plaintiffs to do the work. It does not follow, however, from this that *no contract* was made which was binding upon the defendants. A contract to make and execute a certain written agreement, the terms of which are specific, and mutually understood is in all respects as valid and as obligatory, where no statutory objection interposes, as the written contract itself could be, if executed. If, therefore, it should appear, from the evidence that the minds of the parties had met; that a proposition for a contract had been made by one party and accepted by the other; that the terms of this contract were in all respects definitely understood and agreed upon, and that a part of the mutual understanding was, that a written contract, embodying those terms should be drawn and executed by the respective parties, this is an obligatory contract, which neither party is at liberty to refuse to perform.

The question is whether the inevitable inference from the facts is not that the defendants impliedly undertook to execute on their part, the agreement thus prepared by their engineer. The question, as it seems to me, admits of but one answer. I cannot doubt that if the plaintiffs had both been present when the contract was drawn, and had both affixed their signatures to the writing, as prepared by him, the defendants would have been bound to execute on their part, and liable to an action if they refused. Indeed, the defendants' counsel does not deny that an action will lie for refusing to enter into a written contract, under such circumstances: but he insists that the defendants were justified in their refusal to execute, first, by delay on the part of the plaintiffs in returning the contract duly executed by them; and, secondly, by the violation, by the plaintiffs, of the provision in the agreement against sub-letting the work.

The question upon this point is whether Jarvis had authority to extend the time. He was the resident engineer upon that part of the defendants' road which embraced section 67, to which plaintiffs' contract related, and was charged according to the testimony of chief engineer Young, with making out the contracts, and procuring the signatures of the contractors. No precise time was fixed for the execution of this contract Under such circumstances, it is doubtful whether either party could take advantage of the lapse of time without first calling upon the other to execute or give some notice that the contract, if not executed by a given time would be abandoned. But, however, this may be when the agent employed for the express purpose of procuring the signature of one of the parties, consents to a delay, such party is, I think, justified in acting upon such consent. If the time for the execution was fixed by the contract, the agent would have no right to enlarge it. But where no time is fixed, nor any limitation imposed upon his powers, he is necessarily clothed with a discretion as to time The power is incident to the duty he has to perform.

It may be said that the law requires the party to execute within a reasonable time, and that although the agent may postpone within this limit, he cannot go beyond it. But the power of the agent cannot depend upon the reasonableness of its exercise. If he has a discretionary power to postpone for a day, there clearly can be no limit to this discretion, so long as it is exercised on

good faith. My conclusion, therefore, is, that the engineer Jarvis, in consenting that one of the plaintiffs might take the contract for the purpose of procuring the signature of the other, and return it within the time named, did not exceed the authority with which he was clothed by the very nature of his employment.

The second ground upon which the counsel contends that the defendants were warranted in refusing to execute the contract, is, that the plaintiffs had sub-let the work, contrary to an express provision of the written contract upon which they insist. It is perhaps a sufficient answer to this position to say that the referee has not found the facts upon which it purports to rest. If, however, the court should look into the evidence on that subject, it would not find the fact of sub-letting established. The proof goes no further than to show that some writings were executed between the plaintiffs and the De Graws, but the writings were not produced, nor were its contents proved. The certificate of the engineer upon which the resolution of the board of directors abrogating the contract with the plaintiffs, was based, was entirely without force. That provision of the contract which authorized the engineer to certify to the directors any delinquency on the part of the contractors, could not take effect until the contract itself was executed, so as to be come obligatory upon the parties, which as we have seen was never done. On neither of the grounds taken by the defendants, therefore, were they justified in abrogating or refusing to execute the written agreement.

* * * * * * * * *

The difference between the complaint as it is, and as it should be, being merely formal, and not effecting in any degree the merits of the case, the pleadings should be conformed pursuant to the code, to the facts proved.

The defendants have no reason to complain of the rule of damages adopted by the referee, it being quite as favorable to them as the law and the facts of the case would warrant. The judgment, at general term, should be reversed, and that on the referee's report affirmed.

Steam Passenger Cars.

A number of steam cars of a peculiar character have been built by Messrs. Grice & Long, Philadelphia. The editor of the Philadelphia *Inquirer* lately made a trip in one of them between Philadelphia and Trenton, N. J., and decribes its construction and objects as follows:

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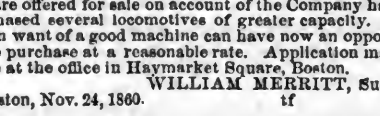
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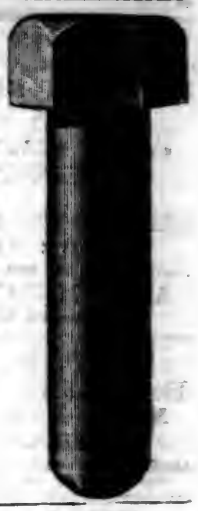
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WASHINGTON ARSENAL, December 10th, 1857.

COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
Washington, D. C.

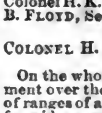
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OF AMERICA

EXHIBITING THEIR

Progress, Cost, Revenues, Expenditures

AND

PRESENT CONDITION.

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6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 15 "	1½ to 1	19.	" 28 "	¾ to 1
8.	" 16 "	¾ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1¼ to 1
10.	" 18 "	¼ to 1	22.	" 30 "	1½ to 1
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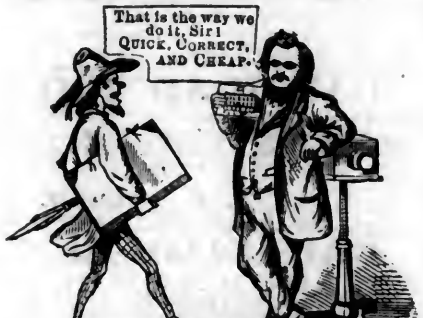
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 16.] SATURDAY, APRIL 20, 1861. [WHOLE No. 1,305, VOL. XXXIV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 20, 1861.

Sale of the Texas Central Railroad.

On the 2d inst. at Houston, the "Road-bed, track, franchises, chartered rights and privileges," and other apurtenances of the Houston and Texas Central Railroad Company were sold, under execution by the sheriff, and Messrs. W. J. Hutchinson and David H. Paige, who claim to be large stockholders and creditors, became the purchasers. The execution was on a judgment for $10,000 obtained at the last term of the District Court.

Interest and Dividends.

The Cincinnati, Hamilton and Dayton Railroad Company, has declared a semi-annual dividend of three and a-half per cent., payable on and after the 15th inst.

The interest due May 1, 1861, on the Sinking Fund Bonds of the Michigan Southern Company will be paid on presentation of the coupons at the Bank of North America, No. 44 Wall street. The interest due May 1, 1861, on such of the Michigan Southern First Mortgage Bonds as are not converted into Sinking Fund Bonds, will be paid on presentation of the Bonds at the office of the Company, and the payment thereof will be indorsed upon the Bond. The interest due May 1, 1861, on such of the Second Mortgage Bonds of this Company as are issued for the funded coupons of this class of Bonds, will be paid on presentation of the coupons at the Company's office.

The coupons due May 1st, of the Extension Bonds of the New Haven, New London and Stonington Railroad Company, will be paid at the office of M. Morgan & Sons, No. 37 William street, on and after that date.

South Carolina Railroad.

We have been favored with a copy of the annual report of the operations of this company for the fiscal year ending December 31, 1860, and of its financial condition at that date. The receipts have been as follows:

From freight		$968,672 76
" passage		461,083 74
" mails		51,000 00
" minor sources		18,879 86
		$1,499,636 35

And the expenses have been:

Bureau department	$17,929 30	
Transportation "	381,768 65	
Machinery "	165,950 16	
Road "	169,111 86	
Extraordinary current expenses	62,933 38	
		757,693 35
Leaving		$701,943 00

From which deduct:

Sterling interest	$119,666 28	
General "	37,191 11	
Damages, stock killed, etc.	16,541 53	
		173,398 92
Leaving a net income of		$528,544 08
Against which there has been charged two semi-annual dividends of 3½ per cent. each		407,358 00
And the balance carried to surplus income account		$121,186 08

Compared with 1859, the income from passage and down freight has fallen off $121,569 14
Reduced by a gain in up-freight and minor sources 24,509 77
Actual decrease $97,059 37

The following is a comparative statement of cotton, grain and live stock brought to Charleston in 1859 and 1860.

	1859.	1860.
Bales cotton	393,390	314,619
Barrels flour	73,529	23,616
Bushels grain	128,854	36,179
Bbls. naval stores	33,237	54,439
Bales merchandise	10,240	12,853
Live stock	14,049	15,213

It will be seen that the receipts of cotton have fallen off 78,771 bales; flour, 50,313 bbls.; grain, 92,675 bushels; while there has been an increase in naval stores of 21,202 bbls.; in merchandise 2,613 bales, and in live stock 1,174. The number of passengers carried up was 83,702; down, 80,498—total, 164,200: a decrease, compared with 1859, of 7,733. The operating expenses, ordinary and extraordinary, are about the same as those of last year—their rates to the income being 53.20 per cent.

In reference to the financial condition of the company the report says:

The debt of the company occasions the Board no feeling of anxiety or embarrassment. A comparatively small amount falls due during the next two years. For that which will mature in 1863, the Board have every reason to believe, that after paying dividends of seven per cent. per annum, the surplus that must accumulate, by that time, together with a portion of our assets, will easily and abundantly provide.

Nothing maturing from 1863 to 1866, a favorable opportunity will be afforded for providing for the sterling debt in such a manner as may be suggested by a proper appreciation of the then existing general business relations and circumstances of the times.

Under the present condition of things there is no probability of a call being made upon the new stock until after the year 1863, when it may become necessary in providing for the debt of 1866. That time is, however, too distant to even hazard a conjecture as to the influences that may then operate, but it is surely reasonable to indulge the hope that an early revival of business will open up for us the certain prospects of an increasing revenue, and confirm our anticipations of being able to control all of the debts of the company without inconvenience or embarrassment to our stockholders.

The equipment of the road consists of 15 passenger and 52 freight locomotives; 31 first class, 19 second class, 6 baggage, 3 mail and baggage, 1 second class negro, and 705 freight and stock cars.

The engines made 2,853 trips, running 729,715

miles, and burning 17,803 cords of wood. The total cost for repairs was $55,250 32.

GENERAL STATEMENT.

Capital stock, 38,803 shares $100		$3,879,475 00
" " 38,796 new shares $50		1,939,800 00
		$5,819,275 00
Surplus income		104,583 24
Funded debt:—		
Domestic—past due	$5,500 00	
" payable in 1861	3,500 00	
" " 1863	51,000 00	
" " 1864	13,500 00	
" " 1868	187,000 00	
Foreign " 1863	183,333 33	
" " 1866	2,000,000 00	
		2,643,833 33
Floating debt:—		
Bills payable	$39,060 78	
Coupons sterling	7,972 44	
" A. B. C. E. F	6,285 00	
Arrears dividend	581 50	
Dividend No. 27	2,791 00	
" No. 33	203,679 00	
Pay rolls	16,593 40	
Transient creditors	86,724 75	
		363,687 87
		$8,931,379 44
Property in 242 miles of road	$6,911,229 85	
Lands	348,029 55	
Negroes—87 males	77,565 47	
Cars	508,485 51	
Locomotives	575,774 63	
Materials and machinery	81,757 78	
Bonds receivable	$48,055 00	
Bills receivable	39,367 93	
Cash	39,250 39	
Agent's balances	112,693 16	
P. O. Department	12,750 00	
	252,116 48	
Stocks in other companies	136,345 35	
Sundry railroad companies	36,175 91	
Transient debtors	3,898 91	
	$8,931,379 44	

The officers and directors for the ensuing year are:

President—JOHN CALDWELL.

Directors—Andrew Wallace, Alfred Huger, James Rose, C. M. Furman, C. J. Shannon, L. J. Petterson, C. R. Bryce, John Caldwell, G. A. Trenholm, Henry Gourdin, W. C. Dukes, W. C. Gatewood, B. H. Rice, C. T. Mitchell.

Superintendent—H. T. PEAKE.

Auditor—J. R. EMERY.

Railways in Canada.

The following is an extract from a paper read at a recent meeting of the London Institute of Civil Engineers:

The oldest railway in Canada, a short line called the Laprairie and St. John, was opened for traffic in July, 1836. From that period until the year 1849, little progress was made in the extension of railways. At the commencement of 1857, there were 1,402 miles of line in operation, and at the present time the mileage was 2,093, and the number of railways fifteen, all of which, with one exception, had been constructed between 1852 and 1860. The three principal lines were the Buffalo and Lake Huron, the Great Western, and the Grand Trunk. They ran longitudinally through separate divisions of Canada, and were constructed with a view to secure a share of the large traffic in passengers, goods, and agricultural produce, which found its way from the Western States to the Atlantic seaboard, and *vice versa*. The Welland railway (25 miles long) was constructed two years ago, mainly for the transportation of grain in bulk, and heavy goods, in opposition to the Welland canal, which had an ascent of upwards of 300 feet of lockage to overcome between Lakes Ontario and Erie. All the other lines depended chiefly upon local traffic. The Canadian railways had nearly all a uniform gauge of five feet six inches, and were all single lines. The average cost per mile of the main lines had been about £15,000, inclusive of rolling stock and other expenses. The cost of the branches had ranged from £6,000 to £10,000 a mile. The bridges were generally built of timber, which it was thought cheaper to renew every ten years than to build at first in stone or iron. But on the Grand Trunk, the bridges consisted chiefly of tubular iron girders, and on the Great Western main line there were also some wrought iron bridges. The capital embarked in Canadian railways amounted at present to about £26,000,000 sterling, of which £4,161,150 might be considered as the contribution of the province of Canada, inasmuch as the interest on that amount (£249,669) was an annual charge upon its revenue.

Little Miami and Columbus and Xenia R. R.

We have received a copy of the Fifth Joint Annual Report of the Directors of these companies—being the Eighteenth Annual Report of the *Little Miami*, and the Eleventh of the *Columbus and Xenia*. The gross income derived from the joint operations of both roads during the fiscal year ending November, 1860, compared with that of the preceding year, has been as follows:

	1859.	1860.
From passengers	$514,375 75	$523,570 46
" freight	613,672 59	615,145 57
" rents of track and depots	60,000 00	57,606 01
" mail & express	58,706 39	63,522 80
	$1,276,754 73	$1,289,844 84

The expenses in 1860 were:

Repairs of road	$144,351 87	
" locomotives	60,778 92	
" cars	73,482 53	
" bridges	2,122 36	
" depots, etc.	12,440 75	
Transportation expenses	252,163 29	
Fuel	79,897 33	
Oil, tallow and waste	15,485 03	
Loss and damage	11,927 64	
Stationery	8,375 67	
Lease of D., X. & B. R. R.	28,000 00	
Rent	4,387 90	
		693,313 29
Leaving as net earnings		$596,531 55
Add dividend on C. & X. stock		38,488 00
Total net income		$635,019 55
From which deduct:		
Taxes	$22,687 73	
Interest paid	97,911 96	
Expenses of previous year	16,497 34	
Dividend June 1	178,880 81	
" December 1	178,880 81	
		494,858 65
Leaving a surplus of		$140,160 90

—which is divided in the proportion of ⅔ to the Little Miami and ⅓ to the Columbus and Xenia Railroad Companies.

By comparing the business of the past with that of the preceding year, it appears that there has been an *increase* in income from

freight of	$31,472 98
In express and mail of	4,816 41
	$36,289 39
From which deduct *decrease* in passenger earnings of	$20,805 29
In rents of track, etc.	2,393 99
	23,199 28
The net increase being	$13,090 11
With an increase in expenses of	4,751 89
Making the increase in net earnings	$8,338 22

The earnings and expenses of the transportation department, for the past five years have been as follows:

	Earnings.	Expenses.
1856	$1,209,636 00	$562,675 61
1857	1,163,162 59	645,561 12
1858	1,200,499 29	759,235 34
1859	1,276,754 73	688,561 40
1860	1,289,844 84	693,313 29

The total income, as above stated, including dividend on D. & X. stock has been $1,328,332 84

And the total expenses	830,410 32
Making the net income	$497,922 52
Of which the Little Miami Railroad Company's share is	$331,948 35
And the Columbus and Xenia Railroad Company's share	165,974 17
	$497,922 52
The net profits in 1859 were	$458,303 57
In 1860 they were	497,922 52
Increase	$39,618 95

The assets and liabilities of the joint company are as follows:

ASSETS.

Rolling stock and shop machinery	$745,091 14
Bills receivable	9,960 28
Due from agents	74,011 04
" transportation companies	87,579 24
" General P. O. department	13,489 83
" individuals	20,640 05
" C. & X. Co. ind'l account	8,704 31
Columbus & Xenia Railroad stock	38,400 00
" " " bonds	96,000 00
Cash in hands of Treasurer L. M. Co.	178,994 14
" " " C. & X. Co.	55,054 21
" " Paymaster	2,738 94
Materials in shops, supply room, etc.	113,271 00
	$1,443,933 48

LIABILITIES.

Bills payable	$12,643 97
Due to agents	935 58
" transportation companies	58,074 68
" individuals	59,492 47
L. M. R. R. Co. partnership account	875,191 19
C. & X. R. R. Co. " "	437,595 59
Total	$1,443,933 48

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,840,821 65
Real estate and depots	666,883 57
Bills receivable	958 84
Columbus and Xenia R. R. stock	425,650 00
Hillsborough and Cincinnati R. R. stock	9,262 83
S., Mt. V. & P. R. R. stock	4,000 00
Sundry stocks	3,090 00
Individual accounts	26,148 99
L. M. and C. & X. R. R. Co. "Stock account"	875,191 19
Total	$4,852,007 07

LIABILITIES.

Capital stock	$2,981,270 37
Loan from City of Cincinnati, due December 31, 1880	100,000 00
Income bonds, due April 1, 1861	7,000 00
Mortgage bonds, due May 2, 1883	1,300,000 00
Dividends due and unpaid	15,767 47
Dividend No. 29, declared November, payable December	119,250 81
Profit and loss	328,718 42
Total	$4,852,007 07

The total cost of road and equipment to December 1, 1860, was | $4,004,432 65
December 1, 1859, it was | 3,981,481 91
An increase of | $22,950 74

The account with the stockholders is as follows:

Surplus, December 1, 1859		$235,761 69
L. M. Co.'s share of net profits of L. M. and C. & X Co., for past year		331,948 35
		$567,710 04
From which deduct—		
Dividend No. 28, declared in May	$119,250 81	
Dividend No. 29, declared in November	119,250 81	
Discount on 4 Tennessee bonds sold	490 00	
		238,991 62
Undivided surplus December 1, 1860.		$328,718 42

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction account	$1,374,913 08
Real estate	21,101 46
L. M. and C. & X. R. R. Co. stock account	437,595 59
Individual accounts	19,438 72
Bills receivable	18,890 35
Central Ohio Railroad Co. stock	60,000 00
Interest on same	19,684 06
Telegraph stock	2,000 00
C. & X. Co. stock held in trust	17,050 00
" bonds "	12,000 00
Dayton, Xenia & Belpre R. R. stock	1,000 00
Springfield & Columbus "	1,000 00
C. Fay, Treasurer	55,283 99
Total	$2,039,957 55

LIABILITIES.

Capital stock		$1,490,800 00
Bills payable		470 00
Dividend bonds, due Dec. 1, 1860		68,500 00
" " " June 1, 1866		69,900 00
" " " Dec. 1, 1861		69,600 00
" " " Dec. 1, 1862		66,300 00
L. M. and C. & X. R. R. Co. individual account	$8,704 31	
L. M. and C. & X. R. R. Co. cash	55,283 99	
		63,988 30
Unpaid interest		15,048 65
Individual accounts		69 63
Unpaid dividends		2,690 47
Surplus		132,957 90
Dividend No. 19, December 1, 1860		59,632 00
Total		$2,039,957 25

The total cost of road and equipment to December 1, 1860, was $1,644,378 26
December 1, 1859, it was 1,627,509 22

An increase of $16,869 04

The account with the stockholders is as follows:

Surplus December 1, 1859		$86,247 74
Net profits for the year ending Nov. 30, 1860		165,974 17
		$252,221 91
To dividend No. 18, June 1, 1860	$59,632 00	
To dividend No. 19, Dec. 1, 1860	59,632 00	
To discrepancy between C. & X. and Joint Co. books	1	
		119,264 01
		$132,957 90

The value of the entire equipment of the joint companies is $745,091 14. This company's proportion is therefore $248,363 71. The Little Miami Company's proportion is $496,727 42. Its decrease in value the past year has been $499 55.

We make the following extracts from the report of the directors:

The increase of the working expenses in 1859 and 1860, is mainly due the rent paid for the Dayton, Xenia and Belpre Railroad, amounting to $28,000 per annum, not before paid, and to the extensive repairs made to the machinery and track.

For portions of the year freights have been transported at low rates, and the unequal movement, causing at times the return of an undue proportion of empty cars, has produced its relative effect upon the cost of transportation.

Care has been taken to include in the accounts of the year, so far as it was possible to do so, all the outlays chargeable to the year, and no current obligations or claims that could be adjusted, have been left over, and none of any moment exist. The joint surplus is liable to some reductions by charging up losses occurring in former years, now standing charged upon the books against individuals and companies, but the amount is comparatively small and does not effect the finances of the company.

On the first of January, 1860, a change was made in the mode of keeping the accounts of the companies, and additional safeguards and checks were adopted, which cannot fail to have a beneficial influence. Careful attention has been and will continue to be given by the proper officers to the outlay of money required for materials and labor, and an effort will be made to secure such economical administration of the affairs of the companies as is consistent with a proper maintenance of the business of the roads, its track and equipments.

During the year an important contract has been consummated with the Cincinnati, Hamilton and Dayton Railroad Company, a copy of which is attached to this report. This contract took effect on the 2d day of April, and so far has worked satisfactorily and profitably to the companies and to the public, and no doubt is entertained that such will continue to be the case. In carrying out the provisions of this contract some changes in the direction of particular kinds of traffic are necessarily made, which for the time being diminished the revenue of this line; but experience and the convenience of shippers will enable the managers to restore a proper equilibrium, whenever the effects upon any portion are found to be burdensome.

The trains have been run, for the most part, with desirable regularity and entire freedom from serious accident.

Our relations with connecting roads have been of a friendly character, and an earnest effort will be made to maintain them, by consulting the mutual interests of the parties, and extending as heretofore the proper facilities for the transaction of the business brought to our line.

We have had an abundant crop in the section of country through which the road passes; and, in the absence of unusual disturbing causes, we may hope for a prosperous business during the coming year. To the south of us the grain crops were seriously damaged by the drought, which creates a demand for our products in that region, and deprives us to some extent of freights, which would otherwise seek an eastern market; but the foreign demand which seems likely to continue will still leave us a fair amount of business.

The lease of the Dayton, Xenia and Belpre Railroad was fully referred to in the report of last year. So far this road has failed to return in direct earnings, the outlay required for rent, operating expenses and repairs; but the business it has brought to the main line and the connection it furnishes with the Cincinnati, Hamilton and Dayton Road, and the system of roads radiating from Dayton, has doubtless counterbalanced the nominal deficit. Looking to the future, this road will be of great value, not only by connecting us with the net work of roads referred to, but also enabling us to secure a fair share of the large business which originates at Dayton and the fertile country surrounding it.

There has been expended in construction on the Little Miami Road, the sum of $18,565 19.

The amount expended on the Columbus and Xenia Road for construction is $13,363 04 which has been used mainly in the erection of a freight house at Columbus, and in fencing the road.

Should the recommendation of the Superintendent be carried out to erect a permanent bridge at Big Darby Creek, it will require an outlay of about $43,000. By the articles of permanent union it is required that a construction account should be kept against each company, and even if this reason did not exist it would be desirable to keep one as affording the only just rule for determining proper working expenses.

At the commencement of the year the floating debt of the Columbus and Xenia Railroad Company consisted of temporary bonds, covering earnings which had been applied to construction, as follows:

Bonds due December 1, 1861	$68,500
" " " 1, 1861	69,600
" " " 1, 1862	66,200
" " June 1, 1866	69,900
Total	$274,200

Of these bonds the Little Miami and Columbus and Xenia Companies own jointly, being a part of their surplus income, $96,000, and the Columbus and Xenia Company own individually $12,000.

Besides meeting these bonds at maturity, the company must rebuild the bridge over Darby Creek, which will require about $43,000, and a bridge over Deer Creek, which will cost about $1,200.

The company will be compelled to unite in building a passenger depot, at Columbus, at no very distant period.

The Board of Directors of the Columbus and Xenia Company, under these circumstances, deemed it for the true interests of the stockholders, not only to fund this floating debt, but also provide means, independent of the net earnings of the company, for permanent construction. Accordingly in November last the Board authorized the issue of seven per cent. bonds, secured by mortgage, payable September, 1890.

Notwithstanding the condition of the money market, $28,600 of the bonds have been sold at par for cash, $4,500 exchanged at par for the bonds due December 1, 1860, and $6,900 exchanged at par for the floating outstanding bonds of the company subsequently due. Besides these sales $15,000 have been negotiated at par to the Society of Savings at Cleveland, and are to be taken whenever that company makes an investment of its funds.

All the bonds in the hands of the public presented and due December 1, 1860, have been paid.

We may say generally that the track, station buildings, locomotives, and cars, are in a better condition than at the beginning of the year.

The equipment of the road consists of 42 locomotives; 36 passenger and 16 baggage, mail and express cars; 312 box, 49 box stock, 25 rack stock, 99 platform, 21 lime and 54 gravel cars.

The number of miles run by engines has been: with passenger trains, 375,789; with freight trains, 389,261; with wood and construction trains, 31,137—total miles run, 796,187, an increase over the previous year of 65,263 miles.

The following statement exhibits a comparison of mileage and cost of repairs of locomotives for four years:

	Miles run.	Cost of repairs.	Cost per mile.
1857	666,546	$65,479 46	9.82 cts.
1858	637,835	59,031 92	9.25
1859	732,924	54,507 41	7.43
1860	796,187	60,778 92	7.63

The following is a comparative statement of the mileage and cost of repairs of passenger cars for the past and preceding years:

	Miles run.	Cost of repairs.	Cost per mile
1860	1,868,009	$28,411 80	1.52 cts.
1859	1,686,715	22,650 74	1.34 "
Increase.	181,292	$5,761 06	0.18

The mileage, etc., of freight cars during the same time was:

	Miles run.	Cost of repairs.	Cost per mile.
1860	5,559,648	$45,070 73	0.81 ct.
1859	5,395,162	51,417 05	0.99 "
Increase.	164,486	Dec. $6,346 32	Dec. 0.18

The total number of passengers carried was 357,858, of which 112,958 passed over the entire line. The number ticketed to and from foreign points, carried over the whole road was 99,713; do. carried over portions of the road, 47,195—total, 146,908. The number of local passengers carried over the whole road, was 13,245; do., over portions of the road, 197,705—total 210,950. The number of passengers carried one mile was 20,953,739. Average income per capita without regard to distance $1 53; do. per capita per mile 2.61 cts. The average income per capita from local passengers was $1 04; do., through passengers, $2 29. The number of tons of freight transported over the road was 343,901, of which 200,471 tons were through, and 143,430 tons way. Of the through freight 95,657 tons were carried eastward, and 104,814 westward. The number of tons carried one mile was 30,532,575. Average income per ton of all classes without regard to distance $1 96; do., per ton per mile 2.2 cts. The average income per ton eastward, was $1 65; westward, $2 67.

The officers and directors for 1861 are as follows:

LITTLE MIAMI RAILROAD COMPANY.

President—W. H. CLEMENT.

Directors—Jos. C. Butler, John H. Grœsbeck, Nathaniel Wright, James Hicks, Jr., Larz Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, Jos. R. Swan.

Auditor—D. G. A. DAVENPORT.

Secretary—CHAS. H. KILGOUR.

Treasurer—S. E. WRIGHT.

Superintendent—E. W. WOODWARD.

COLUMBUS AND XENIA RAILROAD COMPANY.

President—Jos. R. SWAN.

Vice President—W. H. CLEMENT.

Directors—Wm. DENNISON, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Larz Anderson, Henry Hanna, Abraham Hivling, Simon Gebhart.

Superintendent—E. W. WOODWARD.

Secretary and Treasurer—CYRUS FAY.

Public Credit of Missouri.

By comparing our condition with that of the other Border Slave States, we find Missouri in a better condition to meet her liabilities than any other. Even the increase of slave property in ten years has been 100 per cent. and leaving out of view the humanitary phase of the slave question, as a source of revenue readily convertible, it must be considered. This species of property now amounts to near $100,000,000, and as property, of course, strengthens the ability of the State to pay. Now, the entire taxable property of the State is about $800,000,000, and the revenue to be annually raised to support the Government, and meet the interest on the State debt, is some $1,500,000. Add to this the amount provided by the Legislature to be raised from poll tax, and some other small items which the Auditor foots up to $300,000, and it will be seen that our resources are ample to keep the credit of the State in a perfectly sound condition. The interest due on the 1st of July next is provided for, and if perfect solvency and prompt payment of interest on all indebtedness is an evidence of ability to carry liabilities, then Missouri stocks are as safe an investment as can be made, and there is no reason within the range of a pecuniary consideration why they should not be at par.

In regard to repudiation, as we have before intimated, that can only follow a dire necessity, and the known ability precludes such necessity. This brings us to an interesting point in connection with the subject, which is, that the three millions of the bonds of Missouri are a basis of the issues of Illinois banks, and that money is now being discredited in consequence of the depreciation of those stocks in the New York market. But the reason of the depreciation is certainly not in a want of financial soundness of the State.—*St. Louis Democrat.*

Journal of Railroad Law.

EASEMENTS INJURIOUS TO ANOTHER'S LAND: PRESUMTION AS TO A GRANT OF THE PRIVILEGE WHEN SUBMITTED TO FOR 20 YEARS.

Where a party has held possession of certain lands, under color of a title and adversely to all the world, for a period of twenty years, the law presumes the title to be good and valid; and all other parties will be estopped from disputing his title or right of possession. In analogy with this doctrine the law also declares that where a party has been in the uninterrupted enjoyment of a privilege or easement in another's lands for the period of twenty years, with the knowledge of such party a presumtion arises that such privilege has been conferred by grant; and the party will be estopped from disputing the privilege, or of maintaining an action for the injuries which he may receive therefrom. This principle is applied in the case of Hammond *vs.* Zehner recently decided by the New York Court of Appeals.

The action was brought in the Supreme Court to recover damages for flowing lands of the plaintiff, by means of a dam erected by the defendant across the Canaseraga creek, in the county of Livingston.

The defendant set up in his answer that the creek was a public highway, and that by the act of the Legislature passed April 11th, 1820, one Isaac Havens was authorized to construct a dam across the creek, not to exceed three feet high, and that Havens accordingly constructed the dam complained of, which had been ever since continued; and that Havens on the 5th of July, 1831, being the owner in fee of the land on which the dam was erected, conveyed to the defendant in fee, a grist mill which was supplied with water by means of the dam and its appurtenances, and leased him the land on which the dam and the race leading therefrom to the grist mill were constructed.

On the trial the defendant gave evidence tending to prove, in addition to the above mentioned facts, that the dam had been maintained and kept from the year 1826 to the commencement of the action in 1851; and that its effect during all that time was to flow the plaintiff's land, and render it unfit for cultivation. The plaintiff furnished no proof that the use of the dam, so far as his land was affected by it, was by his permission or favor, or was in subordination to him; neither did the defendant give any other proof of adverse possession than what was afforded by the uninterrupted use of the dam for more than twenty years.

The counsel for the plaintiff, when the defendant's counsel offered to prove the facts above stated, objected, on the grounds; first, that the continuance of the dam for more than twenty years conferred no right on the defendant to maintain it to the plaintiff's injury, and was no defence to the action; and, second, that the answer of the defendant did not state facts sufficient to constitute a defence, because it alleged no right to flow the plaintiff's lands, nor did it set up a title inconsistent with the title of the plaintiff, or hostile to it; but, on the contrary he maintained that the answer showed that the claim of the defendant was originally in subordination to the title of the plaintiff. But the justice overruled the objection.

After the testimony was closed, the counsel for the plaintiff requested the justice to charge the jury that if they were satisfied that the dam caused the water to overflow and injure the lands of the plaintiff, he was entitled to recover his damages, notwithstanding the claim of right to flow the lands. The justice declined to charge as requested, and instead, charged that if the defendant and his grantor had used and occupied the premises, as they were, for twenty years before the commencement of the action, the jury might presume a grant from some person authorized to make one, and should find a verdict for the defendant.

The defendant accordingly obtained a verdict and a judgment, which was affirmed at the general term in the seventh district. From this judgment the plaintiff carried the case to the Court of Appeals. The following is the opinion of the appellate court.

CLERKE, J.—The question is fairly presented, whether the uninterrupted use of the dam for twenty years was a sufficient defence, without any other manifestation of an adverse possession, than the effect it produced during that time on the plaintiff's land. In other words, will this uninterrupted use be presumptive proof of an adverse possession?

Undoubtedly, the object of the law in requiring that possession or user should be adverse, is that the person against whom claim is made or the right is exercised, should be made aware of the fact so as to give him an opportunity of legally resisting before the time for doing so, limited by the statute, expires. Generally, mere possession or use would not be sufficient to arrest his attention, or to put him on inquiry. To effect this it is necessary in many cases that the person in possession, or exercising the use should give some additional indication that it was hostile to another's claim. It is a well established rule, therefore, that the doctrine of adverse possession is to be taken strictly, and not to be made out by inference, but by clear and positive proof. Every presumption, it is said, is in favor of possession, in subordination of the title of the true owner. The possession must be under claim and color of title, and exclusion of any other right.

But on the other hand, it may be well asked, what manifestation of claim could the defendant employ other than the very fact of which the plaintiff complains—the overflowing of a portion of his land, so as to render it useless for cultivation or any other agricultural use. Or, if there were any other method in which his adverse claim could be indicated, other than the express verbal assertion of it, could any be more effectual

for the purpose of inducing the plaintiff to assert his rights than the continual overflow of his lands for three and twenty years? It was in its very nature hostile to the rights of the plaintiff; it was an open and constant injury to him. The user was plainly wrongful—an invasion of his rights, for which he was entitled, at any time within the twenty years, to recover damages. An action for this purpose would be a sufficient vindication of the plaintiff's title, even if he recovered only nominal damages, and would remove every pretext for presuming a grant. In Parker *vs.* Foote, which was an action for stopping lights in a dwelling house, it was held, and clearly upon authority, if the user is wrongful—if it is a usurpation to any extent upon the rights of another, it is of itself adverse, and if acquiesced in for twenty years, a reasonable foundation is laid for presuming a grant. This was the substance of the judge's charge in the present case; and, as the plaintiff adduced no proof to show that the use was by his leave and favor, it was not necessary that it should be left to the jury to find an express and positive adverse use. The judgment should be affirmed.

Railroad Earnings.

The revenue of the Baltimore and Ohio Railroad for March was as follows:

MAIN STEM.

From Passengers	$50,927 20	
" Mails	7,933 34	
" Express	4,484 95	
" Tonnage	301,993 90	
		$365,339 39

WASHINGTON BRANCH.

From Passengers	$42,192 31	
" Mails	900 00	
" Express	1,300 00	
" Tonnage	6,245 68	
		50,637 99

N. W. VIRGINIA BRANCH.

From Passengers	$7,738 55	
" Mails	866 66	
" Tonnage	26,846 92	
		35,452 13

Summary of Revenue for March, 1860 *and* 1861.

	1860.	1861.
Main stem	$344,196 78	$365,339 39
Washington Branch	40,222 56	50,637 99
N. W. Virginia Railroad	30,128 46	35,452 13
Totals	$414,547 80	$451,429 51

The earnings of the Macon and Western Road for March were:

From passengers	$7,579 86
" mails	866 45
" freight	32,131 66
Total	$40,577 97
1860	40,178 65
Increase	$399 32

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of March, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$172,045 92	$108,201 78
" Passengers	73,628 06	66,586 55
" Express	2,600 00	2,700 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 33	7,083 33
" Miscellaneous	106 00	182 03
	$263,288 31	$192,578 69
Earnings January 1, to February 28	$682,606 29	$485,103 84
Increase		$197,502 45

The earnings of the Chicago, Burlington and Quincy Railroad Line in March were as follows:

	1860.	1861.
Freight	$73,468 01	$80,495 80
Passengers	28,974 50	25,976 73
Mails, etc.	6,189 13	2,864 89
Total	$108,641 64	$109,337 42
Between Chicago and Burlington—210 miles:		
Freight	$84,406 65	$91,768 85
Passengers	34,242 92	30,560 85
Mails, etc.	6,565 34	3,221 12
Total	$125,214 91	$125,550 82
Between Galesburg and Quincy—100 miles:		
Freight	$22,028 35	$23,293 35
Passengers	12,227 78	9,104 01
Mails, etc.	1,797 77	844 34
Total	$36,053 90	$33,241 70
Aggregate for 310 m.	$161,268 81	$158,792 52
Decrease		$2,476 29

The earnings of the Housatonic Railroad for the month of March, 1861, were | $15,779 82
March, 1860 | 23,145 99
Decrease | $7,366 17

Of this amount $6,411 69 is in freight business.

The earnings of the New York and Erie Railroad for March, 1861, were | $459,227 66
March, 1860 | 426,470 63
Increase | $32,767 03

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of March, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$128,340 00	$169,808 48
" " merch'dise	37,271 80	57,608 80
" " travel, etc.	25,654 95	29,992 29
Total	$191,266 25	$257,409 57
Transportation, roadway, dumpage, renewal fund, and all charges	108,933 37	134,043 71
Net profit for the m'th,	$82,332 88	$123,365 86
Profit for the previous 3 months	257,020 59	221,029 80
Total profit for 3 mos.	$339,353 47	$344,395 66

The following is a statement of the earnings of the New York Central Railroad for the months of January, February and March, 1861, compared with the earnings for the corresponding months of the previous year:—

1861, January	$489,065 04
1860, "	387,128 14
Increase	$101,936 90
1861, February	$420,792 98
1860, "	402,530 38
Increase	$18,262 60
1861, March	$631,290 20
1860, "	561,078 49
Increase	$70,211 71

The receipts of the Grand Trunk Railway of Canada for the week ending April 6th, 1861, were | $77,847 00
Corresponding week, 1860 | 70,160 70
Increase | $7,686 30
Tot. traffic from July 1, 1860, to date, | $2,645,867 44
Corresponding period, 1859 | 2,188,278 12
Increase | $457,589 32

The receipts of the Central Ohio Railroad in February from all sources were $63,380 08. The earnings were $47,975 77; and the expenses, $34,286 90. Balance on hand February 28th, $19,695 66.

The Moorabool Railway Bridge, Victoria Australia.

The down traveler by Great Western Railway may observe on his right, before entering Chippenham station, and on the extensive engineering works of Rowland Brotherhood, Esq., two long parallel lines of strong and tall timber staging, with four traveling cranes surmounting it. These have been employed in the construction of a wrought iron viaduct, intended to span the Moorabool river in Australia, and to carry the railway traffic over it. The viaduct comprises nine piers and ten spans. There are four continuous sets of girders parallel to each other, and 1,304 feet in length. The girders are ten feet in depth from the under side of the bottom member or tension chain to the upper side of top member or compression bar. They are braced together by a series of struts and ties ten feet apart, and are intended to carry a double line of rails, the gauge of which will be 5 feet 3 inches, the general gauge of the Victorian system of railways. The aggregate cross section of the lower member at the piers and abutments is 27 square inches, and this gradually increases towards the centre of each span, where the cross section gives 95 square inches. The top member at the piers has a cross section of 53 square inches, increasing towards the centre of span, where it is 68 square inches. The total weight of wrought iron in each pair of girders of 1,304 feet in length is 620 tons, or on an average of 9½ cwt. per foot in length for each single line of railway. The total weight of wrought iron in the whole viaduct is about 1,360 tons, and of cast iron in shoes for girders, bed plates for rollers, etc., etc., near 100 tons. There will also be a projecting footpath beyond the outer girders on either side, protected by a handsome balustrade, which constitutes an excellent finish to the whole work. On the completion of each span test loads were applied by the constructors to the girders in pairs, and the consequent deflection and permanent "set" were carefully noted. The general results of these tests we here append:

Two abutment spans, 132 feet each:
- Load, 70 tons on span of 8 feet at centre; deflection, ½ inch; permanent set, ¼ inch.
- Load, 270 tons distributed over whole length; deflection, 1⅛ inch; permanent set, ⅛ inch.
- Load, 100 tons on carriage 40 feet long, moved from end to end; deflection, 1⅛ inch; permanent set, ⅛ inch.

Total permanent set due to the three tests, ½ inch.

Eight intermediate spans, each 130 feet in length:
- 50 tons on 8 feet at centre; deflection, ⅝ inch; permanent set, ¼ inch.
- 210 tons distributed; deflection, 1⅛ inch; permanent set, ⅛ inch.
- 80 tons rolling load as above; deflection, 1¼ inch; permanent set, ⅛ inch.

Total permanent set due to the three tests, ½ inch.

These conclusions cannot but be satisfactory to those who have been entrusted with the construction of the viaduct, and are a guarantee for its stability when devoted to the purpose for which it is intended. There is an appearance of lightness about the whole structure which argues, in combination with its great strength, a well calculated arrangement of materials, and we feel assured that in all respects the denizens of Victoria will be pleased with the work. In a very short time the whole will be shipped for Australia; and we doubt not that for many generations it will stand there as a monument of British ingenuity and workmanship. The piers, we believe, will be of stone, and of a character worthy the superstructure they are destined to support.—*London Mechanics' Magazine.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	....	....	.....	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	....	....	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Nangatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	—	—	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	150,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	190
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlingtou and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	67
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9.344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
0Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	44
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	66
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,000,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	68½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,955	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordaville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,156,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,909	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,327	371,402	—	.....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	690,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,569	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. .. '58	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '58	206.0	—	....	205.0	30	15	364	*N. O. Jackson and Gr. Northern*	6,639,562	613,613	—	4,437,990	2,817,000	188,885	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	855,225	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	---	---	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11¼
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	509,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	111½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,925	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	109½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,751	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,696	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	65
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,889,729	67.7	337,451	632,865	272,289	6	99
30 Nov. '60	14.0	2.4	—	—	3	3	37	Hampshire and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,682	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15 8 41	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	106½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by R.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	285,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	14
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	112
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	48
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,675,459	1,035,629	—	13
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	---	---	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	---	---	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,890	93.5	353,000	227,720	86,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	99
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	*	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	108
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	455,655	.....	60.2	.....	162,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	{210,685	94,809	5¼	.....
-- ov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	3,568	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085					—	.....
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	ope	r by W	estern.	.....	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	38,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	.....
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,650	142.0	568,148	580 000	242,954	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	ope	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	.....	500,000	ope	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457					—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	.....	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	.....	.....	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	38
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	.....	.....					—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....					—	.....
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12.283	.....	97.5	.....	343,021	154,369	—	10½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,285	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	24
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	13
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.byRen	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489					—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	.....	ope	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	.....	294,731	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072					—	.....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....					—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	.....	32.0	.....	.....	.....	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	95
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	.....	.....	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	28
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	.....
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	.....					—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.5	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	—	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,967	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,586,878	125.0	.....	185,934	34,167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0	.....	861,722	373,772	—	.....
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	750,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	.....
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	6,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	80
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	.....	1,000,000	ope	r. b.Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	.....	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	.....	.....	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	—	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	—	34½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	12
31 Oct. '60	96.0	6.0	.....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	.....	200.5	48,677	1,236,597	471,712	6½	3

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *astertick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	....
30 Nov. '59	467.5	—	56.3	—	06	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	....	....	....	....	....	....	....	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	....	1,355,700	54.0	....	....	....	....	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	....	....	573,616	24.5	....	34,501	29,604	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	....	1,321,847	33.0	....	96,227	54,582	—	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	148.0	....	....	....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	....	....	29.6	....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,696	1,588	—	287,917	109,937	36,139	....	13.6	23,514	23,005	1,278	....	....
								SOUTH CAROLINA.													....
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	....	—	1,916,515	217,577	....	2,134,092	13.2	....	....	....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	....	....	49.3	....	....	....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,760	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	....	....	200,000	22.5	....	....	....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	....	575,729	32.0	....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	....	....	—	....	2,643,833	....	....	....	....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	....	....	—	....	....	....	....	25.1	....	....	....	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	....
1859.....	1.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	....	30.0	29,845	9,359	7,486	—	....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	....	140.0	....	318,718	187,466	—	....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	....	130.3	150,142	297,806	3 149,167	—	....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	....	1,635,096	873,597	—	....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	....	....	....	....	—	....
1859.....	100.0	—	30.6	55.8	....	....	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	....	....	....	....	—	....
1859.....	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	....	59.4	69,870	177,256	60,029	—	....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1859.....	....	....	....	....	....	....	....	Nashville and Northwestern	....	....	—	....	....	....	....	....	....	....	....	—	....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	....
1859.....	30.0	—	0.6	8.0	....	....	....	Winchester and Alabama	....	....	—	216,962	413,000	408,477	....	30.0	....	1,248	....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	....
.. .. '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	....
.. .. '60	50.0	—	1.6	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275-000	240,000	171,560	....	50.0	31,300	32,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	....
.. .. '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	....
.. .. '59	28.0	—	....	756.0	....	....	....	Southern Pacific	....	....	—	....	....	....	....	28.0	....	....	....	—	....
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	....	....	90.7	122,200	187,646	64,619	—	....
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	....	....	....	62.0	142,839	150,318	30,288	—	....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	....	....	....	Vermont and Canada	1,350,695	....	—	1,350,000	....	....	1,380,695	ope	r. by Vt.	Central	....	—	81
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	....	....	23.7	47,950	45,930	8,522	—	....
31 Aug. '60	84.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	....	....	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	....	....	....	....	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	....	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	....	....	—	2,063,655	2,517,500	590,056	....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	....	410,166	201,344	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75,908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	159,961	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	....	....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	....	55.0	....	....	....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	....	....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	....	492,454	....	—	....
31 Dec. '58	40.0	—	....	5	10	75		Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	....	....	....	42.0	10 mos.	60,066	....	—	....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	....	883,186	439,943	—	11
.. .. '57	50.0	—	—	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	....	—	345,861	132,000	....	....	50.0	....	121,401	....	—	....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	....	....	....	Wisconsin Central	600,000	....	—	....	....	....	operated	by	Fox Riv	er Vall.	....	—	....
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,087	4,010,195	158.5	363,213	....	....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	....	....	—	....	....	....	....	81.0	166,245	....	....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	....	....	—	....	....	....	....	48.0	....	....	....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	....	....	357.0	1,360,900	....	....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	....	....	—	....	....	....	....	24.0	37,081	....	....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	....	....	—	....	....	....	....	96.6	254,530	....	....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	....	....	—	....	....	....	....	54.0	89,222	....	....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	....	....	—	....	....	....	....	25.0	....	....	....	—	....
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,653	116,225	41,965	—	....
31 Dec. '60	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,398	—	1,350,000	13,100	136,000	1,779,282	60 0	....	....	....	—	....
								NOVA SCOTIA.													
.. .. '59	61.5	—	....	60.1	....	....	....	Nova Scotia	....	....	—	....	....	....	....	61.5	....	....	....	—	....
								NEW GRANADA.													
31 Dec '60	48.7	—	....	—	....	....	....	Panama	3,000,000	*	708,000	4,976,000	2,490,238	44,000	8,302,620	48.7	....	1,880,878	1,866,181	13	100

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	526,000	7	1872	60
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Conpon	2,500,000	6	1885	80
" "	700,000	6	1880	80½
" "	1,128,500	6	1875	81½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	167,000	7	1870	----
Income (1859 and 1870)	104,500	7	var.	----
Real Estate (1858, '61, '63, '68)	119,750	7	var.	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (⅓ in '59, ⅔ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (less'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
***Catawissa, Williamsp. and Erie:**				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehauna:				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia:				
Mortgage	106,267	7	1863	----
Central of New Jersey:				
1st Mortgage	1,500,000	7	var.	104
2d Mortgage	1,500,000	7	1875	101
Income	375,000	7	var.	----
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,385,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (lss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort.	1,509,000	8	1883	99
Consolidated Convert. Mort.	252,000	---	------	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. H. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee:				
1st Mortgage (convertible)	$512,000	7	1874	70
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	96¾
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	---	------	80
1st Mortgage	3,600,000	---	------	37
2d Mortgage	2,000,000	---	------	16
Cincinn., Hamilton and Dayton:				
1st Mortgage	461,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning:				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	377,000	7	1867	65
Junction 1st Mortgage 2d Div.	305,000	7	1872	65
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	75
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	75
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	75
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	81
Junction (Lloyd's)	5,000	7	1862	----
***Cleveland, Zanesville and Cin.:**				
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***Columbus, Piqua and Indiana:**				
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Columbus and Xenia:				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna:				
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----------	----------	†	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,200,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delawnre:				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,600,000	---	1851	99
Income (due 1862, '65 and '67)	1,263,170	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	3,250,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,088	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton:				
1st Mortgage	$757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville:				
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Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	98
2d Mortgage (S. F.)	1,738,000	7	1875	96
Galvest'n, Houst. and Henders'n:				
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***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	----
Land Security	5,000,000	7	1881	39
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster:				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Hartf'd, Providence and Fishkill:				
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Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	1,980,000	7	1860	101
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1877	80
Illinois Central:				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	92½
Construction	4,115,000	6	1875	92½
Free Land	8,000,000	7	1860	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Income	27,000	7	------	----
Domestic	34,200	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.):				
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Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†		
2d Mortgage (Eastern Div.)	1,000,000	†		
1st Land Grant (Western Div.)	4,000,000	†		19
2d Land Grant (Western Div.)	353,600	†		19
3d Mortgage (whole road)	1,700,000	†		
Farm Mortgage	1,087,700	†		
Unsecured Bonds	1,785,000	†		
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	150,000	6		
Little Miami:				
Cincinnati Loan	100,000			
1st Mortgage	138,000	6	1883	85
2d Mortgage	7,000	6		
3d Mortgage	981,000	6		
Long Island:				
State Loan [S. F.]	100,000	5	1876	
1st Mortgage	500,000	6	1870	80
Louisville and Frankfort:				
Louisville Loan	174,000			
1st Mortgage	248,000			
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6		
1st Mortgage	2,000,000			
McMinnville and Manchester:				
State [Tenn.]	372,000	6		
Mortgage	24,000	7		
Mortgage	10,000	6		
Madison and Indianapolis:				
State [Ind.] Loan				
Mortgage				
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,590,000	7†	1868	
2d Mortgage	2,000,000	7†		
3d Mortgage	1,500,000	7†		
Sterling Income	333,000	4		
Domestic	928,617		'59–'62	
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6		
1st Mortgage	1,600,000	7	1880	
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6		
Michigan Central:				
1st Mortgage Sterling	467,489	6		90
1st Mortgage (convertible)	500,000	8		95
Unconvertible	258,000	8		
1st Mortgage (convert.) Dollar	3,831,000	8		
1st Mortgage (S. F.), convertible	3,087,000	8		98
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	7	1857	
Northern Indiana	985,000	7	1861	88
Erie and Kalamazoo	300,000	†	1862	
Michigan Southern	259,000	†	1863	90
Northern Indiana	299,000	†	1863	
Jackson Branch	203,000	†	1865	88
Goshen Air Line	1,335,000	†	1868	85
Detroit and Toledo	336,000	†	1876	
General Mortgage (S. F.)	2,458,000	†	1885	78
2d Mortgage	2,175,000	†	1877	62
*Milwaukee and Beloit:				
1st Mortgage	630,000	8		
Milwaukee and Chicago:				
1st Mortgage	400,000	8		
2d Mortgage	200,000	7		
*Milwaukee and Horicon:				
1st Mortgage	420,000	8		
2d Mortgage	600,000	8		
Farm Mortgage	150,000	10		
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	65
1st Mortgage (convertible)	526,000	8†	1862	72
1st Mortgage (convertible)	650,000	8†	1863	71
1st Mortgage (convertible)	1,250,000	8†	1877	70
South-West Branch	350,000	8†	1866	70
2d Mortgage	600,000	10†	1862	45
Construction	500,000	7†	1859	
3d Mortgage	500,000	8†	1862	57
Mississippi Central:				
1st Mortgage	1,007,363	7		
Income	91,200	10		
Tennessee State	45,000	6		
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6		
Income	95,500			
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7		
2d Mortgage (S. F.)	400,000	8		
Oskaloosa Division	1,425,000	7		
Land Grant	7,000,000	7		
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	
Mississippi State Loan	202,799	6		
1st Mortgage	171,000	7	1876	
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6		
Tennessee State Loan	674,860	6		
Alabama State Loan	389,410	6		
Income	759,415	8	1861	
Income	354,723	8	1862	
Income	375,132	6	1865	
Income	18,700	8	1867	
Sterling	878,035	6	1883	
Mississippi State Loan	200,970	6		
Montgomery and West Point:				
Alabama State Loan	$122,622			
Mortgage (due 1860, '63 and '65)	350,000	6	var.	
Mortgage	450,000	8	1866	
Muscogee:				
1st Mortgage	249,000	7		
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000			
Chat. and Clev. Subsc. (endors.)	150,000			
Not endorsed	24,000			
*New Albany and Salem:				
Crawfordsville	175,000	7		
1st Mortgage	500,000	10		
1st Mortgage	2,235,000	6		
New Haven and Hartford:				
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7		
Mortgage	200,000	6		
Extension	100,000	10		
New Haven and Northampton:				
1st Mortgage	500,000		1869	
New Jersey:				
Company's (various)	711,000		var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†		
2d Mortgage	300,000	6†		
Income (convertible)	152,000	6†		
New London City	100,000	6†		
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000			
1st Mortgage	3,000,000	8	1886	
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	621,000			
New Orleans City Loan	1,500,000			
1st Mortgage (S. F.)	2,000,000	8	1889	
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	95½
State Loan—Rochester and Syr.	77,382	5½	1861	
State Loan—Buffalo and Roch.	55,300	5½	1865	
State Loan—Roch., L. and N. F.	298,000	7	1861	
Stock Subscription	785,000	6	1883	95½
Premium Consolidated Stock	8,000,000	6	1883	95½
Real Estate	221,000	6	1883	95½
New Convertible	3,000,000	7	1864	102
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	104½
2d Mortgage	4,000,000	7	1859	100
3d Mortgage (convertible)	6,000,000	7	1883	85
4th Mortgage (convertible)	3,729,000	7	1880	94
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	101
2d Mortgage	1,000,000	7	1864	96
3d Mortgage	1,000,000	7	1867	80
New York and New Haven:				
1st Mortgage	311,000	7	1860	94
1st Mortgage	964,000	6	1866	94
1st Mortgage	930,000	6	1875	
N. York, Providence and Boston:				
1st Mortgage	331,000	6		
North Carolina:				
State Loan	2,000,000	6		
State Loan	1,000,000	6		
North-Eastern (S. C.):				
1st Mortgage	700,000			
2d Mortgage	224,500			
Real Estate	35,910			
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	
Md. State Loan (B. and Susq.)	150,000	6		
York and Cumberland 1st Mort.	175,000	6	1870	
York and Cumberland 2d Mort.	25,000	6	1871	
York and C. guar. by Baltimore	500,000	6	1877	
N. C. Contract	292,300	6	1875	
Construction	1,903,500	6	1885	
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	
2d Mortgage	3,077,000	7†	1861	
North Missouri:				
State Loan	2,000,000	6		
State Loan	2,000,000	6		
State Loan	350,000	6		
North Pennsylvania:				
Mortgage	2,500,000			67
Chatiel Mortgage	214,500	10		96
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500		var.	
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	
Mortgage	205,800	6	1860	
Mortgage	16,000	7	1860	
Dividend Scrip and Bonds	102,330	6	var.	
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	
2d Mortgage	316,995	†		
Construction	4,687,920	†	1858	17
Income	3,591,185	†	1858	
Ohio and Mississippi (Ill.):				
Orange and Alexandria:				
State Loan	$400,000			
1st Mortgage	1,055,500	6		81
2d Mortgage	461,378	8		82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6		
State Loan (S. W. Branch)	2,800,000	6		
Construction	4,500,000	6		
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	
Convertible	27,000	7		
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101½
2d Mortgage	1,928,000	6	1875	85
2d Mortgage Sterling	1,539,840	6	1875	
State Works Bonds	7,400,000	6		
Pennsylvania Coal Company:				
1st Mortgage	600,000	7		
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
2d Mortgage (Coupon)	250,200	6	1876	
3d Mortgage (Coupon)	156,600	6	1871	
Pensacola and Georgia:				
State Internal Improvement		7	35 y's	
Free Land				
Peoria and Oquawka:				
		†		
Peru and Indianapolis:				
		†		
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7		
1st Mortgage (1859-'70-'75)	365,000	6	var.	
3d Mortgage (1862-'70-'72)	378,000	6	var.	
Special Mortgage (1865-'68)	175,000	6	var.	
Last Mortgage (1861 to 1869)	133,500	6	var.	
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800			
Loan of 1842	100,000			
Philadelphia and Reading:				
Mortgage	705,000	5	1860	91½
Mortgage	1,572,800	6	1860	91½
Mortgage (convertible)	886,000	6	1860	91½
Mortgage (convertible)	134,000	6	1860	91½
Mortgage	3,209,600	6	1870	79½
Mortgage (convertible)	3,586,500	6	1886	66½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Real Estate Mortgage	516,450		var.	
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	
Mortgage Loan	1,696,500	6	1884	
Improvement	119,000	6	1863	
Pittsburg and Connellsville:				
Pittsburg Loan	500,000			
Alleghany Co. Loan	750,000			
Connellsville Loan	100,000			
Mc'Keesport Loan	100,000			
Baltimore Loan	1,000,000			
Cumberland Loan	200,000			
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000		1865	
2d Mortgage (O. and P.)	750,000		1866	
Income (O. and P.)	1,991,000		1873	62½
Bridge (O. and P.)	199,500			
1st Mortgage (O. and L.)	1,000,000		1872	
2d Mortgage (O. and L.)	380,000		1873	
1st Mortgage (F. W. and Chic.)	1,250,000		1873	
Real Estate (F. W. and Chic.)	498,000		1874	
Mortgage, Consolidated Comp'y	1,229,000		1887	
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	
Platte County:				
State (Mo.) Loan	300,000	6	1879	
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	
Quincy and Chicago:				
1st Mortgage	1,200,000		1873	
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†		
1st Mortgage (West'rn Division)	757,000	†		
Raleigh and Gaston:				
Coupon	100,000		1862	
Rensselaer and Saratoga:				
1st Mortgage		7	1863	
Richmond and Danville:				
State (Va.) Loan	600,000			
Guarantied by State	200,000		1875	91
Mortgage (Coupon)	250,000		1859	
Registered	150,000		1860	
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006		1860	
Convertible	54,500		1875	
Dividend Certificates	35,800		1857	
Dividend Certificates	265,809		1869	
Richmond and Petersburg:				
Coupon	159,000		1875	
*Rutland and Burlington:				
1st Mortgage	1,800,000			
2d Mortgage	913,500			
3d Mortgage	426,400			
Sacramento Valley:				
1st Mortgage	400,000			
2d Mortgage	856,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	....
Mortgage	997,000	7	1866	....
Mortgage	1,000,000	7	1875	....
Dividend	224,000	6	'60-'62	....
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	.....	....
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	....
1st Mortgage (R. and W. Br.)	100,000	7†	1856	....
Unsecured	45,000	7†	1858	....
Seaboard and Roanoke:				
1st Mortgage	300,000	....	1860	....
3d Mortgage	75,000	....	1870	....
4th Mortgage	60,000	....	1856	....
South Carolina:				
State Loan	200,000	5	1868	....
Sterling	183,333	6	1863	....
Sterling	2,000,000	5	1866	....
Auditor's	246,500	7	.....	....
Southern Mississippi:				
1st Mortgage	500,000	....	.....	....
South-Western (Ga.):				
1st Mortgage	631,000	....	1875	....
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	....	.....	....
2d Mortgage	450,000	....	.....	....
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	....	.....	....
2d Mortgage	900,000	....	.....	....
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	.....	....
2d Mortgage	1,535,000	7†	.....	....
3d Mortgage (Income)	1,000,000	10†	.....	....
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	....	.....	....
St. Louis City Subscription	500,000	....	.....	....
St. Louis County Subscription	1,000,000	....	.....	....
Carondelet Subscription	50,000	....	.....	....
Sunbury and Erie				
Mortgage	1,000,000	7	.....	....
Mortgage	7,000,000	5	.....	....
Syracuse, Binghamton and N. Y.:				
.....	.....	....	.....	....
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	30
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	....
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	....
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	....
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	....	.....	....
Mortgage	46,000	....	.....	....
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	....
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	67½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	....
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	....
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	....
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	67½
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	67½
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	67½
*Vermont Central:				
1st Mortgage	.....	7	.....	17½
2d Mortgage	.....	....	.....	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82½
Mortgage, (coupons)	941,000	6	1884	....
Dividend, due 1865, '66 and '75	238,346	6	var.	....
Income (1859 to 1863)	168,382	7	var.	....
.....	.....	....	.....	....
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	....
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	....
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	....	1875	....
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	....
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	....
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	....
*Western Vermont:				
1st Mortgage	700,000	....	1861	....
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
.....	.....	....	.....	....
.....	.....	....	.....	....
Wilmington and Manchester:				
1st Mortgage	596,000	....	1866	70
2d Mortgage	1,000,000	....	.....	....
Income	177,000	....	.....	....
Wilmington and Weldon:				
Mortgage, payable in England	443,555	....	.....	....
Sterling, issued in 1858	144,500	....	.....	....
Company's, endorsed by State	203,500	....	.....	....
Winchester and Potomac:				
Mortgage	120,000	6	1867	....
York and Cumberland:				
1st Mortgage	898,000	†	.....	....

New York Stock Exchange.

Sale Prices for the week ending April 17, 1861.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17.
FEDERAL STOCKS:—						
U. S. 5s, 1874	85	86	85	....	92	....
U. S. 6s, 1881	93	93½	93½	92½	92½	90½
STATE STOCKS:—						
California 7s	83	....	....	80	80	....
Georgia 6s	....	....	....	....	....	....
Illinois 5s, (1860	100	....	....	....	....	....
Indiana 5s	89	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	60	60	58½	55	50	50
New York 6s, 1874	....	....	....	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	76	76	....	76	70	58
Ohio 6s, 1860	98½	98½	....	....	....	....
Tennessee 6s, 1890	70	70½	70	68	66	57
Virginia 6s	69	68	68	65	60	47½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	68	70	69	67	67½	67
Chicago and Rock Isl.	48½	50	48½	45	45	44
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
Clev. and Toledo	29½	30½	29	26½	28	28
Del., Lack. and West.	....	....	80	....	....	....
Galena and Chicago	68	69	71½	67	68	66
Hudson River	39	41½	40	38	38	38
Illinois Central (scrip)	68	70	68	64	66	68½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	49	50	48½	46	47	48
M. S. and N. I. guar'd,	31	32½	32½	30	31	32
M. S. and N. I.	13	14½	14½	13½	13½	13
Milwaukee and Miss.	10	....	10	9	....	....
New Jersey Central	....	....	....	110	....	....
New York Central	74	74½	72½	72	73	73
New York and Erie	24	26	24½	22½	23	24
N. York and Harlem	13	13½	13	12	13	13
N. Y. and H. "pref."	35	37	35	33½	34	34
Panama	109	110	110	106	107	108
Phila. and Reading	36	38	36	31	34	34½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	37	....	37
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	80	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	79	....	....	....
D. L. & W. 1M. 8p.c. '71-5	....	....	....	97	....	....
" 2M. 8p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1M. 8p.c. '63	....	....	....	98	....	98
" 2M. 8p.c. '75	....	....	97½	....	....	....
Hann. & St. J. 1 M. 8s	44	....	43	....	39	....
Hudson R. 1M. 7p.c. '69	105	....	....	....	....	....
" 2M. 7p.c. '60	....	....	....	....	101	....
" 3M. 7p.c. '75	....	....	88	....	86	....
Illinois Centr. 7 p.c. '75	95	95½	95	94½	93	92½
" " 6p.c. '75	95	95½	95	94½	93	92½
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8p.c. '82	....	....	98½	....	....	....
" conv. 8p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	85	83	....	....	....
" " 2d M.	....	....	....	61	62	....
" " S. F.	....	....	83	....	....	78
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6p.c. certif. '83	....	....	....	....	95½	....
" 1 M. 7 p.c. '64	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	104	104½	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '85	....	....	....	....	....	85
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	100½	....	....	100½	100	101
" 2 M. 7 p.c. '64	....	97½	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	80
Penn. 1M. 7 p.c. conv. '88	....	....	....	....	....	....
" 2 M. 6 p.c. s'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	94	....	....	92	91½
America, Bank of	105	....	....	....	....	....
Commerce, Bank of	....	....	....	....	92	....
Merchants' Exch. B'k	....	99½	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	105	....	....	....
MINING STOCK:—						
Pittsburg	....	....	....	....	....	52
Rockland	....	....	....	....	....	15
Minnesota	....	....	....	....	....	62
Isle Royale	....	....	....	....	....	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	....	....	....	....	58½	58
Cumberland Coal Co.	6	6	....	....	7	....
Penn'a Coal Co.	....	77	....	....	78	....
Pacific Mail S. S. Co.	75½	79	77½	75	75	75
Canton	14	13½	....	....	10	10
Brooklyn Water W's.	....	103	102½	....	....	....

The following are the closing prices in the London Market on the 22nd March:

United States 5 p. c. red. '74	79	to	81
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	89	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	71	to	73
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	68	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	79	to	80
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, April 20, 1861.

Share and Money Market.

The existence of actual hostilities between the two sections of the country, with our entire ignorance of the complications to which they may lead, has caused an excessive fall of all kinds of securities. The Bonds of the States of Virginia, Missouri and Tennessee have suffered most, as each one of these has contracted large debts, and great fears are entertained that they may fail in the next payment of interest. Railroad securities, with the exception of first class bonds have fallen off largely, and the whole market is one of excessive fluctuation and alarm.

Money continues very abundant, but immense sums will be immediately called for to sustain the force of 75,000 men recently called out, and which may be speedily increased. In business matters of all kinds, the whole future is full of uncertainty, and any speculation of to-day will very likely to be entirely upset to-morrow.

The Middle Route to the West.

The through express trains on the East Pennsylvania Road are arranged, and will commence running on the 6th of May. This will give New York direct communication with the West, by the middle route, without passing through Philadelphia. The trains will leave at 9 a. m. and 7½ p. m. The 9. a. m. train will connect at Harrisburg with the train which leaves this city via Philadelphia at 7 a. m.

☞ JAMES H. DOBBS, Esq., has commenced the purchase and sale of pig iron, bar iron, sheet iron, ingot and pig copper, copper sheets and sheathing, spelter, pig and block tin, tin plates, zinc, lead, and other metals on sale in this market. Office, 92 John st., New York. Any business that may be placed in his hands will meet with prompt attention.

Long Island Railroad.

The receipts of this company for the transportation of passengers, freight, mails, etc. over their road during the fiscal year ending March 31, 1861, has been as follows:

From regular passengers	$175,434 65
" commutation "	14,895 68
" freight	130,275 45
" mails, etc.	11,013 92
" rents and interest	8,091 12
" unloading freight	3,015 32
	$342,726 14

And the expenditures were:

Repairs of road	$37,263 57	
" engines	16,738 16	
" cars	14,141 54	
" buildings, etc.	4,012 00	
Oil and waste	5,135 10	
Damages	1,942 59	
Taxes	2,414 62	
Running expenses	60,824 05	
Fuel	22,862 47	
Paid for new iron	6,241 82	
Salaries and superintendence	6,999 96	
All other operating expenses	5,469 82	
Interest	32,628 00	
Rent	29,590 03	
Equipment	4,917 50	
Hempstead depot, etc.	3,075 50	
		254,256 73
Net surplus		$88,469 41
Balance from previous year		26,232 24
Received from loans paid		9,937 90
		$124,639 55

Disbursed as follows:

Paid sinking fund	$1,000 00	
Advanced on new road	13,914 75	
At Hunter's Point	59,806 08	
Loaned on good collateral	22,263 00	
	$96,983 83	
Deduct rent due	154 36	
		96,829 47
Balance of cash April 1, 1861		$27,810 08

In reference to the new terminus at Hunter's Point, the ferry connection with New York, dividends, etc., the report says:

In the last Annual Report, a full account was given of this proposed change, which it may be well to repeat here in part.

A new road between Jamaica and Hunter's Point was to be completed, with single track, built in the best manner, with first quality American rail.

For which the Company were to pay in 7 per cent. mortgage bonds, thirty years to run		$175,000 00
Cash		62,000 00
Making cost of new road		$237,000 00
Of this there has been paid of bonds	$143,500 00	
And the whole amount of cash	62,000 00	
The cost of depot lots at Hunter's Point was		41,000 00
Of this there is to be on mortgage for twenty years		31,000 00
Cash paid on account of purchase		$10,000 00
There has been expended during the past year, in filling lots, erecting buildings, depots, and piers, and dredging slips and laying tracks		59,806 08
For the same purpose the previous year		6,737 93
		$86,544 01

There yet remains some filling and fencing of the lots to be done, and some track to lay.

The party who had engaged to furnish the new road complete and ready for use on or before the 1st of August of last year, did not comply with his engagements, and the Company have been compelled to go on, under the agreement with him, to complete the road themselves, which is now being actively done with a full force of hands. About 200 perches of masonry are to be built, some ballasting and widening out of the banks, clearing out of cuts, yet remain to do, and one and a quarter miles of track to lay. No doubt is entertained of the whole being completed by the 1st of May, and of the passenger and freight business being transferred to the new route by the 10th of May.

The Company have in their hands sufficient securities, out of the avails of which to reimbnrse themselves for the outlay in completing the work.

Arrangements have been made with the East River Ferry Company to run a line of boats between Hunter's Point and James' Slip in connection with the trains. The same Company also operate a ferry between Hunter's Point and Thirty-fourth street, New York; thus a double connection will be made with the city of New York.

At James' Slip, the down-town landing of this ferry, the extension of Chambers street will strike the East River. This street passes along the north side of the City Hall Park, and by its extension, now nearly completed, will afford a direct connection between the James' Slip landing and Broadway.

The time has arrived, when the Board can speak upon this subject with some good degree of certainty. And judging from the results already secured, and the annual saving that will accrue by the change of terminus to Hunter's Point, the Board believe that they are safe in saying, that the road can earn yearly the clear sum of $90,000, sufficient to make a dividend of $1 50 per share—equal to 3 per cent. upon the par value of the stock.

The company now have a sufficient sum on hand to make such a dividend, but as there is some uncertainty as to the time of the re-payment of the State Loan, the same is deferred until that question is decided. This will probably be settled within sixty days, and the board have no doubt, but that the arrangement proposed in the Law of 1858, will be consumated, making the time of reimbursement the 1st of August, 1876, and changing the rate of interest from 6 to 5 per cent. interest.

The equipment of the road consists of 16 engines; 37 passenger, 4 mail, 3 horse, 27 house, 54 box, and 59 platform cars, and 8 snow ploughs, besides crates, hand cars, etc. The value of the company's property, exclusive of fuel, cross-ties and depot lots is as follows:

Buildings of all kinds	$32,386 87
Stock at Greenport, Brooklyn, and intermediate places	30,925 98
Engines	86,500 00
Passenger and freight cars, etc.	75,204 00
Hand cars, tools, etc.	779 75
Total valuation of buildings, stock, etc.	$225,796 60

The number of miles run by engines with passenger trains has been 171,303; with freight trains, 59,448; with extra freight trains, 26,402—total, 256,853.

Among the articles transported over the road are: 3,267,310 quarts of milk, 134,138 bushels of potatoes, 11,617 baskets of peaches, 91,514 quarts of blackberries, etc., etc.

The number of regular passengers carried to and from Brooklyn was 238,299; commuters 109,884; way passengers, 64,267—total 411,950. The number of passengers carried one mile was 9,332,053.

The financial condition of the company is as follows:

New York State loan, first lien, at 6 per cent., due at the pleasure of the Legislature after the 1st August, 1861, or 1st August, 1876, at 5 per cent., as per act passed 20th March, 1858		$100,000 00
The amount to the credit of the company, as per Comptroller's report to the Legislature made 1st January, 1861, was		29,367 82
		$70,632 18
Morris Canal Bank loan, with interest to 1st April, 1861, in suit between the estate of A. G. Thompson and Jesse Hoyt, amount of bonds, $25,035 36		45,647 78
Hempstead Branch loan bonds		300 00
Loan of 1850, mortgage bonds due in 1870, 6 per cent.		500,000 00
Loan of 1860, mortgage bonds on extension from Jamaica to Hunter's Point, due in 1890, 7 per cent.; whole amount of loan authorized, $175,000	issued.	143,500 00
Interest coupons, past due, not presented		1,389 00
Rent, payable in May and July, and engine account balance due		1,614 86
		$763,083 82
Stock account 60,000 shares, at $50 each		3,000,000 00
		$3,763,083 82
The company hold of mortgage loan of 1850		$53,000 00
The stock of the Syosset Branch Co.		1,000 00
Of their own stock, 2,000 shares par value, $50 each		100,000 00
Loan on good collateral		62,325 10
Other investments		39,410 00
Due from Post-Office Department, 1st April, 1861		2,056 37
Balance of cash, 1st April, 1861		$27,810 08

For the first time the new loan of $175,000 makes its appearance among the liabilities of this company. Its interest, $12,250, will be the amount hereafter to be paid annually by the company, for the use of the new road from Jamaica to Hunter's Point. It will be substituted for the rent of the Brooklyn and Jamaica Road, heretofore paid, viz $33,300.

The officers and directors of the company for 1861 are as follows:

President—Wm. E. Morris.

Directors—William E. Morris, C. H. Fisher, Coffin Colket, Chas. Emory, Henry L. Gaw, Geo. Neales, Jos. W. Ryerss, Chas. J. Smith, Matw. Morgan, Townsend Jones, Henry W. Titus, Joseph H. Trotter, George L. Willard.

Sec. and Treasurer—Wm. S. S. Russell.

Circular.—Dissolution of Copartnership.

The firm of A. & P. Roberts is dissolved by mutual consent this day. The business of the firm will be settled by either of the partners, at their Office, 410 Walnut, Philadelphia.

Philadelphia April 1, 1861.

Algernon Roberts, Percival Roberts.

Copartnership.—The undersigned, under the Copartnership title of A. & P. Roberts & Company will continue the business of manufacturing Car Axles, Bar Iron, and Whipple Iron Bridges, at the Pencoyd Iron Works; Office, 410 Walnut Street, Philadelphia.

Algernon Roberts. Percival Roberts.
Phila. April 1, 1861. George T. Roberts.

The Railroads of Iowa.

Less than five years ago there was not a mile of railroad in this State; now we have seven roads with an aggregate of 550 miles:

Dubuque to Cedar Falls	100
Farley to Anamosa	34
Clinton to Cedar Rapids	81
Davenport to Marengo, and to Muscatine and Washington	144
Burlington to Ottumwa	75
Keokuk to Eddyville	91
Keokuk to Fort Madison	25
Total	550

Eighteen miles will soon be added to the Dubuque, Marion and Western road, from Anamosa to Marion; the Mississippi and Missouri road will soon push on from Marengo to Grinnell, seven hundred men are at work on the road leading westward from Cedar Rapids, and grading is progressing on the most of the roads in the Southern part of the State. Considering what is and has been the condition of the times for nearly four years, Iowa has accomplished wonders in the line of railroads.—*Dubuque Times.*

Seaboard and Roanoke Railroad.

From the report of this company for the fiscal year ending January 31, 1861, we learn that the receipts during that time were:

From freight		$152,950 41
" passengers		94,505 17
" mail		8,000 00
		$255,455 58

And the expenses were:

Road and bridge repairs	$33,415 49	
Engine and car "	14,814 57	
Train expenses	25,115 55	
Depot "	25,439 05	
Salaries and office expenses	7,391 18	
Taxes	2,756 07	
Horses	1,125 99	
Insurance, damage, etc	2,175 49	
		112,233 39
Leaving as net revenue		$143,222 19
To which add dividends, interest, wharfage, rent, etc		25,426 52
Making the total net income		$168,648 71

There has also been received:—

From sale of steamer Philadelphia	$70,000 00
First mort. bonds extended and sold	25,100 00
From open accounts	46,687 78
Balance from previous year	19,021 59
Making the sum of	$329,458 08

Disbursed as follows:

Purchase of wharf in Portsmouth and gravel land at Meherring	$10,150 00	
Interest, discount, dividends, exchanges, etc	51,234 55	
First mortgage bonds	94,000 00	
Third " "	3,500 00	
Bills payable	42,144 91	
Purchase of share in Balt. S. P. Co	93,000 00	
Payment of open accounts	26,106 22	
		320,135 68
Leaving a cash balance of		$9,322 40

In addition to which there is due the company by open account, and otherwise, the sum of $35,551 70, the larger portion of which is immediately available. The net revenue from operations of the road affords a profit to the company of 13¼ per cent. on its capital stock, after paying the interest on its entire debt. The report says:

By the foregoing statement it will be seen, that the ratio of our operating expenses to road earnings has been largely diminished. This, to a great extent, is the result of a careful economy, which we have endeavored to secure in the management of every department of the company's service, and in which we have been most ably seconded by the General Superintendent and heads of departments, and is, in part, owing to the low rates of speed to which the movement of the trains have been limited—no expenditure has been spared which the efficiency of the road, and equipment and maintenance of the property required; and we believe that depreciation has been fully counterbalanced by repair. We refer to the report of the General Superintendent, made to the Board, and herewith presented, as showing, in detail, the condition of the road and property of the company, and the construction and repairs and transportation operations of the year.

At your last meeting, at the suggestion of the Board, you authorized an issue and sale of stock, should it become necessary, to meet any portion of the first mortgage bonds, which matured on the first of August last. A temporary loan, (which was paid off from the current receipts of the year,) with the means already on hand, enabled us to purchase all the bonds, which were not extended, save one bond for one thousand dollars, the holder of which we have not been able to ascertain. It was thus rendered unnecessary to take any action under your resolution authorizing an issue of stock. Of the entire mortgage for three hundred thousand dollars of bonds, two hundred and five thousand dollars have been extended, as to the time of payment, to the 1st of August, 1880, and ninety-four thousand dollars are now in the possession of the company; leaving outstanding, to be paid or extended, only the bond for one thousand dollars above mentioned.

In addition to the purchase of bonds, we have been enabled, from the receipts of the year, to liquidate our entire bills payable, amounting, at the beginning of the year, to the sum of $42,144.-91; and thus reduced the indebtedness of the company, allowance being made for the $94,000 of first mortgage bonds purchased and held by the company under the resolution of February 25th, 1858, to a bonded debt of $410,403 50, and the sum of $10,774 28, due the State of North Carolinia, and about $1,000, due by open account.

In view of the favorable financial condition of the affairs of the company, thus attained, the Board deemed it proper and expedient to make a cash dividend of three and a half per cent. for the last six months, payable on the 1st day of March proximo, which they accordingly have declared. It is the first that has been made on the common stock, and, we think, has been prudently postponed until fully warranted by the condition of the company. In our past and prospective business, we see nothing to create a doubt, that remunerative dividends may be continued in future.

At the date of our last report, we had just caused to be constructed the steamer Philadelphia, for the route between the terminus of our road, at Portsmouth, and that of the Delaware Road, at Seaford: but, before placing her on the line, it become manifest to the Board, that a better arrangement for the company, would be, to have the route between Portsmouth and Seaford run by the Baltimore Steam Packet Company, provided this company could become interested, as a stockholder in that. A negotiation was accordingly entered into, which resulted in the sale of the Philadelphia to that company, at cost, and this company becoming the purchaser of ninety-three shares (about one-third) of the stock of that company, at par value. The Baltimore Steam Packet Company subsequently placed the steamer on her contemplated route, and ran her until the approach of Winter, when she was withdrawn. With the opening of Spring the line to Seaford will be resumed by the Baltimore Steam Packet Company, running in connection with our road.

Our steamship connections with the cities of Baltimore, Philadelphia, New York and Boston, remain as at the date of our last report; and greatly exceed, both in expedition and frequency, those at any other port in the Southern States. To facilitate these connections, we found it desirable, during the year, to purchase the wharf adjoining our property on High street, in Portsmouth, owned by Dr. G. W. Peete, which was obtained at a reasonable price.

The business of the past year has been prosperous, the road and property of the Company are in good order, and competent to meet all probable requirements; the financial condition is excellent; the officers and agents are efficient, attentive and faithful; and our relations with all connecting lines are on a favorable footing—may we not hope that this gratifying state of the affairs of the Company will continue? We see nothing to cause distrust—even the political storm, that is sweeping over the country, and rending asunder the fabric of our Union, will, in all probability, leave the Company unscathed; for, into whatever political divisions the country may be severed, the lot of Virginia and North Carolina will be cast together, and this will secure, in political as well as business connection with us, the region whence whatever prosperity we may enjoy must be mainly derived.

Compared with the previous year there has been an increase in transportation receipts of		$24,919 11
And in receipts of other sources of		15,516 89
Making the increase		$40,436 00
With a reduction in operating expenses of	$7,159 95	
Excess of bills of previous years paid during the past over those of the preceding year	7,497 23	
Excess of materials on hand	221 09	
		14 878 27
Making the net result better than for the previous year		$55,314 27

The number of passengers carried was 36,375. The number of tons of up freight was 17,382; of down freight, 17,814. The number of bales of cotton carried was 19,329, an increase over the previous year 8,432 bales.

The equipment consists of 10 engines; 5 passenger, 1 passenger and baggage, 2 passenger and mail, 3 baggage and 163 house, platform, cattle and gravel cars.

The number of miles run by engines was 121,-306, at a cost per mile run of 2.98 cts. Miles run by passenger cars 50,240; cost per mile run 6.75 cts. Miles run by freight cars 71,066; cost per mile run 9.90 cts.

GENERAL STATEMENT.

Cost of road and property		$1,491,395 83
Bonds of Roanoke Valley railroad		1,200 00
Stock of Balt. Steam Packet Co		93,000 00
1st mort. bonds S. & R. R.R		94,000 00
3d " " "		3,500 00
Debts due the company		35,551 70
Cash		9,322 40
		$1,727,969 93
Capital stock		$643,200 00
Preferred—7 per cent guaranteed		225,000 00
1st mort. bonds, payable in 1880		300,000 00
3d " " " 1870		75,000 00
Convertible " " 1865		320 00
Do., issued for dividends, 1873		129,083 50
Debts due by the company		11,833 72
Profit and loss		343,532 72
		$1,727,969 93

The officers and directors of the company for the ensuing fiscal year are as follows:

President—SAMUEL M. WILSON.

Directors—Thomas Hume, D. A. Barnes, Richard Walke, M. Robinson, Geo. R. Vickers, Wm. L. Savage.

Treasurer—RICHARD WALKE.

General Superintendent—JOHN M. ROBINSON.

Covington and Lexington Railroad.

A decision of Judge Monroe, of the U. S. District Court, for the District of Kentucky, in session in this city a few days since, fixes the liability of the city of Covington for the $200,000 of Covington and Lexington R. R. bonds which were guaranteed by the city. This amount added to the city's subscription to the stock of the company makes the sum of $500,000 for which the city of Covington is liable on account of the railroad. We can stand it.—*Covington Journal.*

The Northern Central Railway Company.

The motion for the appointment of a Receiver in the case of the State against this Company has been withdrawn on terms. The State recovered judgment against the Company in the Superior Court for $70,000, the balance of the annuity of $90,000 due the State for the year 1860. Proceedings were instituted in the Circuit Court for the appointment of a Receiver, and an issue taken to the Court of Appeals by the Company, which was decided in favor of the State. The Company subsequently agreed to pay their indebtedness to the State in instalments, and the proceedings in the Circuit Court have been withdrawn by the State subject to the reinstatement of the action in case of the failure of the Company to comply with the terms of their agreement. This relieves the Company of a great impending embarrassment without detriment to the interests of the State.—*Baltimore Sun.*

Capitalization of Railroads in Ohio.

The act to regulate the sale of railroads in Ohio, and the re organization of the same, having become a law, we publish it entire as one of importance to both stock and bondholders of roads in that State.

Section 1. *Be it enacted by the General Assembly of the State of Ohio*, That in case two-thirds in interest of the creditors of a railroad company, and two-thirds in interest of the stockholders of such company shall agree, in writing, upon a plan for the re-adjustment or capitalization of the debt and stock thereof, then upon judicial proceedings for the sale of the road, under a mortgage or mortgages, or a deed or deeds of trust, the court before which such proceedings may be had shall proceed to rendor a judgment or decree against the company for the amount that may then be due and in arrear upon said securities, which judgment or decree shall, from its rendition, become a lien on all the property embraced in such securities, and upon all the franchises and powers of said company, including its franchises to be and act as a corporation, conferred by the charter and the amendments to the charter of such company; and, upon a sale had under such decree, and a purchase at such sale by trustees on behalf of the parties to such agreement, all the said property so bound by the judgment or decree, including all the said franchises, shall invest in said trustees, provided that every such agreement shall provide that the unsecured debts of the company incurred for repairs or running expenses shall be paid in money or bonds of the re-organized company as hereinafter provided, said bonds to be of the highest class issued; a copy of the terms of said agreement shall be filed in said court before the rendition of said decree.

Sec. 2. That the said trustees shall, as soon as may be after the sale, call a meeting of the parties to the aforesaid agreement, by a notice signed by a majority of said trustees or of their survivors, and publish not less than once a week, for four weeks, in a newspaper printed in the cities of New York and Philadelphia, and in another newspaper printed in each county on the line of the said railroad, specifying the day and place, and object of such meeting; that at such meeting each of the parties to the aforesaid agreement shall be entitled to vote according to the provisions thereof, but not exceeding one vote for every fifty dollars of the par value of the debt or stock of such party, according to a list of voters and of their respective interest, which shall be prepared by the said majority of the trustees, who are empowered to act as judges of the election; that such meeting, by a majority in interest of the persons present, in person or by proxy, shall be competent to retain or change the name of said corporation, to decide, for the time being the amount of its capital, and the number of shares into which such capital shall be divided, to fix the number of directors and their term of office, to elect such directors a majority of whom shall be residents of the State or States in which such railroad is situated, and to do all things necessary or proper to re-organize said corporation; provided, that any creditor, or stockholder shall be entitled to become a party to the agreement aforesaid, either at, or at any time before the meeting, in this section provided for.

Sec. 3. That a certificate, under the common seal of such corporation, specifying its name and the railroad which it is to hold, maintain and operate, shall be filed in the office of the secretary of State, and that a copy of such certificate, duly authenticated by him under the great seal of this State, shall, in all courts and places, be evidence of a compliance with all the conditions and provisions of this act, and of the due re-organization, and of the existence of the said corporation.

Sec. 4. Upon such re-organization, and a conveyance by the trustees of such of them as shall be vested with the legal title, or their survivors, all the railroad and other property and franchises and things purchased as aforesaid, and all the franchises, powers, faculties, privileges and immunities which were possessed or enjoyed by the original company, or by any company with which it had been consolidated, shall pass to and be vested in the said corporation as re-organized; and the same, and all property and things which the said re-organized corporation shall thereafter acquire, except as hereinafter provided, shall be taken, held and disposed of, for the use and benefit of the creditors and stockholders of the said corporation, who shall have become such upon and after such re-organization, according to their respective rights, but subject to the powers of the said corporation, and shall be in no wise chargeable in respect to any debt, liability or claim of any creditor or stockholder, which subsisted prior to the sale and re-organization herein provided for; but all property of the original corporation not embraced in the said sale shall, upon the re-organization, be vested in the said corporation as re-organized, in trust for all parties interested therein as creditors, stockholders or otherwise.

Sec. 5. The said corporation shall likewise have power at any time within six months after the re-organization, to assume such debt or liabilities of the original company, and to make such adjustments or exchanges with any stock or bondholders of the original company, as to the said corporation may seem expedient, and may use for such purpose any bonds or stock which it may be authorized to issue or create, and it shall have power to make and issue said bonds, payable at such times and places, and bearing such rates of interest as it may deem expedient, and to secure the payment of any bonds which it may issue or assume to pay, by mortgages or deeds of trust of its railroad, or any of its property real or personal, and to include therein with its road all its cars and other rolling stock and equipments, and any machinery, tools, implements, fuel, materials, and all other things then held or thereafter to be acquired, for the constructing, operating or repairing said road or for repairing or replacing any of its equipments or appurtenances, as part and parcel of said railroad, and as constituting with said road one property, and to include in such mortgages or deeds of trust all franchises held by said corporation, and connected with or relating to said road, and all other corporate franchises of said company, all which said franchises, including the franchise of being a corporation, in case of sale by virtue of any such mortgage or deed of trust, or of any judgment specified in section six, are hereby declared to pass to the purchasers, so as to enable them to re-organize the corporation in the manner herein provided, and shall also have power to issue capital stock to such aggregate amount as it may deem proper, not exceeding any limit which may be fixed by agreement with the trustees purchasing as aforesaid, and may establish preferences in respect to dividends, in favor of one or more classes of the said stock, in such order and manner as may deem expedient, not exceeding such limit as may be fixed by agreement as aforesaid; and may confer on holders of any bonds which it may issue or assume to pay, such rights to vote at all meetings of stockholders, not exceeding one vote for every fifty dollars of the par amount of the said bonds, as may have been provided for in the agreement mentioned in section one, which rights, when once fixed, shall attach to and pass with such bonds, under such regulations as the by-laws may prescribe to the successive holders thereof, but shall not subject any holder to any assessment by the said company, or to any liability for its debts, or entitle any holder to dividends; and the said corporation shall have capacity to hold meetings of stockholders, and directors and do all corporate acts, and all things without this State, as validly as it might do the same within this State.

Sec. 6. The lien of the mortgages and deeds of trust authorized to be made by this act, shall be postponed to the lien of judgments recovered against said corporation after its re-organization, for labor thereafter performed for it, or for materials or supplies thereafter furnished to it, or for damages, for losses, or injuries thereafter suffered or sustained by the misconduct of its agents, or in any action founded on its contracts or liability as a common carrier, thereafter made or incurred.

Sec. 7. The provisions of this act shall extend and apply also to corporations whose railroads are partly within and partly without this State; and a corporation of this State, possessing such a railroad, shall have capacity to exercise without this State all its powers, privileges faculties and franchises; and a corporation of another State possessing part of a railroad which is partly in such other State and partly within this State, may exercise and enjoy within this State all its powers, privileges, faculties and franchises, for the purpose of the said railroad and its business; and all mortgages and deeds of trust made by the said corporation upon its railroad, equipments or other property within this State, shall operate in the same manner and with the like effects as is hereinbefore provided with respect to those of corporations re-organized under this act: Provided, that such part of the said railroad as is within this State shall be subject to taxation, and shall be subject to all regulations of law in the same manner as railroads of this State in like cases, and the corporation owning the same shall be subject to all duties in respect thereto imposed by law, and to be sued and may sue in all cases, in the same manner as a corporation of this State might be sued, or might sue.

Sec. 8. In any judicial sale to be had as contemplated by this act, no appraisement of the road, either as to the real or personal property thereof, shall be necessary—but the court may, to avoid the sacrifice of the property, fix a minimum below which the same shall not be sold.

Sec. 9. That in regard to bonds or stock held by the State of Ohio, counties, townships, cities, villages or other municipal corporations, or otherwise held in a fiduciary capacity, the governor, commissioners, trustees, council, or other corporate body representing the State, municipal corporation, or persons holding in a fiduciary capacity, as executors, administrators, guardians, or otherwise, shall be and they are hereby authorized to become parties to such agreement, and to control, exchange or manage said bonds or stock according to the terms of the agreement, and to take and receive the new bonds or stock to be issued in lieu of the original bonds or stock, which shall be held on the same terms and subject to all liens which attached to said original bonds or stock.

Sec. 10. That any association or company of persons which has heretofore come into the possession of the road and other property of any railroad company within this State, by purchase under judicial proceedings, and in pursuance of any agreement for the capitalization of the debts and stock of such company (to which a majority in

interest of the creditors and of the stockholders of such railroad company were parties), and which may now be re-organized under any law of this State, may accept of the provisions of this act, by vote of a majority in interest of its stockholders under such re-organization, at any meeting convened upon notice for that purpose, and upon such acceptance, may re-organize, as provided in this act, and such re-organized company shall be invested with all the powers, privileges and immunities conferred, and subject to all the restrictions imposed by this act, to the same extent as if such re organization had been originally under this act, and a copy of the resolution of acceptance, as aforesaid, attested by the signature of the president and the seal of the corporation, shall be filed in the office of the Secretary of State, and a copy thereof duly authenticated by him under the great seal of this State, shall be due evidence of such acceptance, in judicature and thereout.

SEC. 11. This act to take effect from and after its passage.

Nebraska and Lake Superior Railway.

The Legislature of Minnesota passed an act, approved the 18th ult., which provides as follows:

"Section 1. That the act of the Territorial Legislature of Minnesota, entitled an act to incorporate 'The Nebraska and Lake Superior Railroad Company,' approved May 23d, 1857, be, and the same is hereby amended and continued so that it shall read as follows: That Lyman Dayton, John McKusick, Henry A. Swift, Richard Chute, Dwight Woodbury, C. T. Stearns, Thomas Clark, Levi Butler, Sidney Luce, E. O. Hamlin, A. F. Harding, and A. G. Chatfield, of the State of Minnesota, Anson Blake, Erastus Corning, Orville Clarke, of the State of New York, Eber B. Ward, and A. H. Hanchett, of Michigan, and their associates, successors and assigns, be, and they are hereby constitued a body corporate and polltic by the name and style of "The Lake Superior and Mississippi Railroad Company," and by that name and style shall be capable in law of taking, purchasing, holding, leasing, selling, mortgaging, and conveying real estate and property, whether real, personal, or mixed, so far as may be necessary or convenient for the purposes hereinafter mentioned, and in their corporate name may sue, and be sued, plead, and be impleaded, contract and be contracted with, and may have a common seal, which they may alter or renew at pleasure, and may have and exercise all powers, rights, privileges, and immunities which are or may be necessary or convenient to carry into effect the purposes and objects of this act, and of the said corporation.

"Sec. 2. That said corporation is hereby authorized and empowered to survey, locate, construct, maintain, use, and operate, and at pleasure, to alter the line thereof, a railroad with one or more tracks or lines of rails, to commence at some convenient point or place within the State of Minnesota, at the west end of Lake Superior, and running thence by the most feasable route within this State, to some point on the Mississippi, with the right to extend the same to the Minnesota river; and also with the right to construct a branch from the main line to the navigable waters of the St. Croix, together with all other stations, depots, turnouts, engines, cars, and other appurtenances and furniture of a railroad, *provided*, the said company shall commence the grading and construction of said road at Superior, and continue the construction thereof toward the Mississippi river, and shall first build their said main line to the said Mississippi river.

"Sec. 3. The capital of said corporation shall be five millions of dollars, and shall be divided into shares of one hundred dollars each, which shall be deemed personal property, and shall be transferable on the books of said corporation, and the directors may increase the capital stock thereof to such amount as may be necessary or convenient to carry into effect all the rights and privileges hereby granted, not exceeding the whole cost of the road and its appurtenances, and the shares of any increase of stock shall be the same, and transferable in the same manner as the shares of the orginal stock.

"Sec. 4. The above named persons, or any of them, are hereby authorized to open books for receiving subscriptions to the capital stock of said company, which books may be opened at such times and places as a majority of said corporators may determine, by giving twenty days' notice in two of the newspapers published in St. Paul, and also in the State paper at the city of Albany, New York, of the times and places where said books will be opened; said books will be kept open thirty days, or until the sum of one hundred and fifty thousand dollars of the capital stock of said company shall be subscribed. And as soon as said sum of one hundred and fifty thousand dollars shall have been subscribed to the capital stock of said company, and five per cent. of the amount so subscribed paid in to such person or persons as may have been appointed to receive the same by the persons named in the first section of this act, who are hereby authorized to make such appointment, the above named persons, or a majority of them, may give like notice of a meeting of the stockholders at such time and place as they may deem expedient, to choose directors; and if at such time and place, the holders of one half or more of the said stock, shall attend either by person or by lawful proxy, they shall proceed to choose from the stockholders, by ballot, seven directors, at least three of whom shall reside in the State of Minnesota, each share of the capital stock entitling the owner to one vote; and at such election, the persons named in the first section of this act, or those appointed by them (which power is hereby conferred upon them), or any three of them, if no more be present, shall be inspectors of such election, and shall certify in writing, signed by them, or a majority of them, what persons are elected directors; and such inspectors shall appoint the time and place of holding the first meeting of directors, at which meeting a majority of directors so chosen shall be competent to transact all business of the company; and thereafter, all elections of directors shall be made annually at such time and place, and in such manner as may be determined upon by the board.

* * * * * *

"Sec. 10. The said company is hereby authorized to borrow money to be expended in the construction and equipment of their said road and its appendages, and to issue bonds for the payment thereof, in the usual form, and may make and execute in the corporate name of said company, all necessary mortgages, writings, notes, bonds or other papers, for any liability that may be incured in the construction or equipment of said road.

"Sec. 11. The fee simple of all lands along the line of said route, or otherwise, granted by the Congress of the United States, for the purpose of aiding in the construction of said road, may be directly granted to said company, and said company is hereby empowered to receive title thereto, and to transfer said lands from time to time, and to convey in fee simple, or otherwise, as soon as, and as often as five miles of said road shall be constructed and completed, and the track thereof shall be put in running order, and the grant shall not become void, nor the company be dissolved by the non-completion of the entire extent of said road, but shall be good and valid to all intents and purposes, for the parts or portions of said road completed, and the said company shall continue to survive to that extent, *Provided*, That if any lands should be granted by the Congress of the United States, to the States of Minnesota, or the aforesaid company for the construction of the line of road contemplated in this charter, the Legislature shall have the right to make such restrictions as they may deem expedient concerning the time and the terms of sale of such lands.

* * * * * *

Sec. 18. If the company shall, within one year, organize and locate the line of their said road, and within two years, grade at least twenty continuous miles of the same from Lake Superior, and shall, within five years from the passage of this act, construct and complete a first class railroad from Lake Superior to the Mississippi river, with the necessary engines and cars running thereon for the transportation of passengers and freight, then, and in such case, the said company shall be entitled to have and own, in fee, all the swamp lands for seven miles on either side of the line of said road, and its extension to the Minnesota river and its branch, as provided in the second section of this act, as soon and as fast as each and every twenty consecutive miles thereof shall be located and completed. And for that purpose, as soon as the said line, its continuation and branch shall be located, the lands shall be withheld from market, and upon the completion of any twenty consecutive miles of said road, with cars running thereon, the lands within seven miles of either side thereof, shall be certified and conveyed to said company by the proper officers of the State: *Provided*, The whole of said road, extension, and branch, shall be completed in ten years. And the land shall not be subject to taxation so long as the fee thereof remains in the said company: *Provided*, That the said company shall sell and dispose of all said lands within ten years from the time the same shall be certified and duly transferred to said company from the State.

"And provided further, that when the said road shall be completed, as hereinbefore provided, from Lake Superior to the Mississippi river, or the branch, or continuation thereof, as aforesaid, if it shall be found that any portion of the said swamp lands have been sold, or otherwise disposed of, within the said seven miles, by the United States, the amount shall be made up of other swamp lands belonging to the State, outside of said seven miles. And if it shall be found that within the said seven miles on each side of said line, there shall not be an amount of swamp lands belonging to the State, to at least seven full sections per mile, then the said company shall have a right to select from the swamp lands belonging to the State, outside of said line, and between the Mississippi river, Lake Superior, and Rainy lake, other lands in an amount, in all, equal to seven full sections for each and every mile of such completed railroad, branch or continuation."

"Sec. 19. This act shall take effect from and after its passage."

RAILROAD IRON AT CARDIFF, WALES.

1,000 TONS 58 lbs., Erie pattern, ready for immediate shipment from above port.

THEODORE DEHON,
10 Wall St.,
NEAR BROADWAY.

March 27, 1861. 5t13

Railroad Iron at New Orleans.

500 TONS light T rail, deliverable as above without delay. Apply to

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10 Wall st., near Broadway.

March 6th, 1861. 6t10

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.

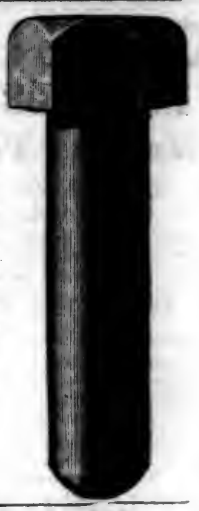
Boston, Nov. 24, 1860. tf



BOONTON IRON WORKS.

PATENT MACHINE FORGED

BOLTS AND NUTS.



WE are now manufacturing these goods at our Works at Boonton, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut **SUPERIOR TO ANY** made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish **SAMPLES** and **PRICE LIST** on application.

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AGENTS FOR THE SALE OF
FOREIGN AND AMERICAN
RAILROAD IRON,
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CHAIRS, SPIKES, AND
RAILWAY SUPPLIES GENERALLY.
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RAILWAY AND OTHER SECURITIES
BOUGHT AND SOLD
Either privately or at the Board of Brokers.

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(Between PLATT and MAIDEN LANE,)
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RAILROAD SUPPLIES.

CHARLES T. GILBERT,
No. 64 Exchange Place,
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Is agent for, and prepared to furnish at manufacturers' prices,
RAILROAD IRON,
LOCOMOTIVE ENGINES,
RAILROAD CARS,
CAR WHEELS,
AXLES, CHAIRS,
SPIKES, TOOLS,
ETC., ETC.
All inquiries in reference to the above articles will receive immediate attention.
NEW YORK, January, 1860.

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CAR PADLOCKS,
BAGGAGE CHECKS.
(In ordering Locks, send key by mail to have Locks to match.)
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RAILROAD SUPPLIES,
67 WATER ST., BOSTON.

GEO. M. FREEMAN,
SUCCESSOR TO
PRATT & FREEMAN,
PHILADELPHIA
RAILWAY SUPPLY AGENCY,
No. 107 WALNUT STREET,
PHILADELPHIA.
Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
☞ **COTTON WASTE.** ☜
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
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LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION; AND SIGNAL BELLS,
☞ **Superior Car Upholstery, etc.** ☜
AGENCY OF THE KEROSENE OIL COMPANY
☞ Orders solicited, promptly filled, and forwarded with despatch and care *at the manufacturers' lowest prices.*

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 4 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
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MANUFACTURERS OF
WROUGHT, CAST AND GALVANIZED
PIPE,
AND EVERY DESCRIPTION OF
STEAM, GAS AND WATER FITTINGS,
Used by Engineers, Manufacturers, Steam and Gas Fitters, Plumbers, etc.
CAST IRON STREET MAINS,

Boiler Flues,	Steam Pumps,	Steam Valves,	Gas Cocks,
Heater Coils,	Steam Gauges,	Steam Cocks,	Gas Meters
Steam Traps,	Steam Whistles,	Gauge Cocks,	Oil Cups.

Tongs, Pipe Wrenches, Pliers, Proving Pumps, Vices, etc.

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MANUFACTURERS AND DEALERS IN
RAILROAD AND CAR
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AND MACHINERY
OF EVERY DESCRIPTION,
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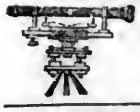
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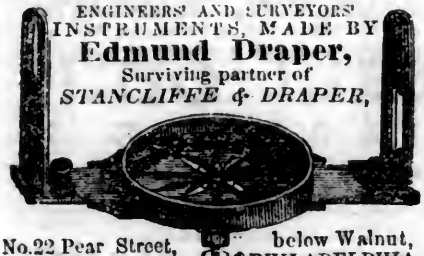
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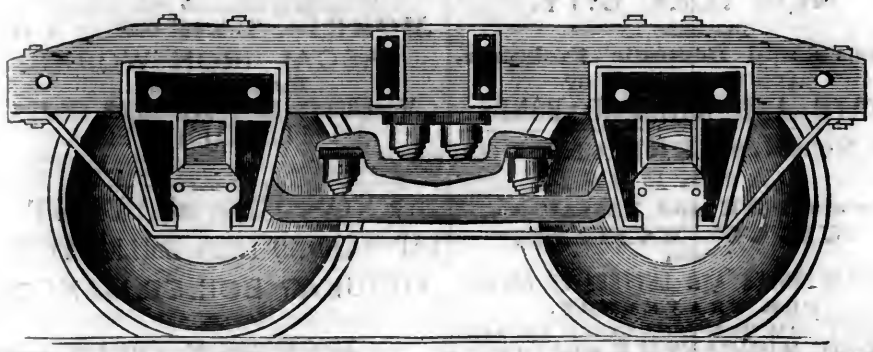
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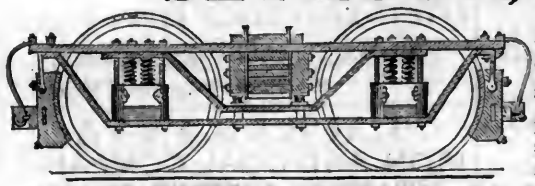
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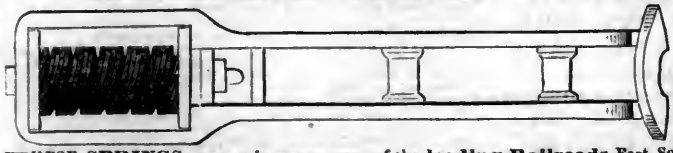
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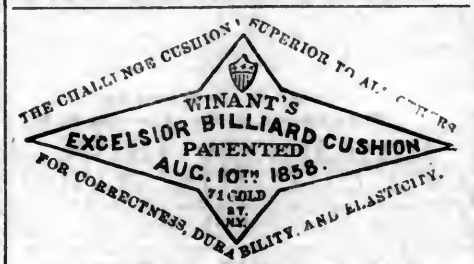
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 27, 1861.

Mobile and Great Northern Railroad.

The second annual meeting of the stockholders of this company was held in Mobile on the 12th inst. We copy from the Mobile *Advertiser* the following abstract of the reports of the President and Chief Engineer:

The company have encountered obstacles of a two-fold character; the first from litigation, in regard to the validity of the city bonds, which, however, was brought to a satisfactory termination in July last; the second from the financial derangements resulting from the unsettled state of political affairs. Previous to the Presidential election in November, a considerable number of the city bonds had been negotiated in New York at par, which was established at their market value, but after that event no further sales were practicable. A special meeting was called of the stockholders, who resolved to pay monthly instalments of 10 per cent. on their subscriptions. The Report says:

Calls for the payment of monthly instalments of 10 per cent. were accordingly made, and, in a short time, it being ascertained that they would, for the most part be punctually paid, the Directors decided upon continuing the construction of the road, notifying the contractors for the roadbed, however, that in so doing they (the Directors) could only promise that the usual monthly cash payments of eighty per cent. of the work done, promptly made heretofore, would, in future, be settled to the extent of the amounts realized from stockholders, that if the stockholders failed in their payments, the money collected would be divided *pro rata* among the contractors, and that the 20 per cent. reserved for payment on the completion of the contracts, would not probably be paid until some future period, when the bonds could be negotiated.

No contractor on the road expressing any dissent to this notice, the work of construction was continued, but not with the same vigor as previously. So far most of the stockholders have promptly paid up. In a few instances, where stockholders had positively refused to meet the calls, and were in default of the calls before made, legal measures for collection have been resorted to. Some of these delinquent stockholders have since settled.

The Treasurer reports receipts to date of last annual statement, April 2nd, 1860	$116,310 40
Receipts during the fiscal year, ending April 1st, 1861, from instalments on Stock, City Bonds, Interest, etc.	484,121 29
Total receipts up to April 1st, 1861	$600,431 69

The total expenditures during the same period have been as follows:

Total to date of First Annual Statement, April 2, 1860		$84,230 16
For engineering expenses, instruments and equipments, negroes, overseeing, subsistence, etc.	$121,267 89	
Road-bed	227,325 40	
Superstructure	107,554 18	
Rolling stock, depots, stations, real estate, right of way, etc.	48,828 76	
Expenditures for the fiscal year ending April 1st, 1861		504,986 13
Total expenditures up to April 1st, 1861		$590,216 29
Cash in hands of Treasurer, April 1st, 1861		11,215 40
		$600,431 69

The entire amount spent in the purchase of negroes has been $118,401 90; the force now consisting of 70 men, 11 women, and 4 boys. The average force during the year has been 54 hands, and their expenses per hand $170, while their earnings have been $23,856 61.

Of the city bonds 266 have been realized since the last report. Of these 15 became due on the 1st of January last, and were redeemed by the city; the remainder were sold at par, the company receiving the accruing interest to the date of sale. According to the last annual report, 79 bonds were sold up to its date. The Company now hold, therefore, 655 bonds. Of these 72 are to be paid to Messrs. John Rogerson & Co. for rails and fastenings, leaving in the hands of the Company 583 bonds, after paying for the rails, etc. These bonds and the unpaid stock, $167,393 52, constitute the present resources of the Company. The report says:

It can now be hardly doubted, from the progress heretofore made, that had the Directors been permitted to prosecute the enterprise from the beginning, without the embarrassments of litigation, all the bonds could have been negotiated last spring on terms favorable to the Company, all the rails and bridge materials would have been delivered in season, and the work of construction would have been so pressed forward that the road could have been running to the Tensas river early in this summer, and to the city by the latter part of 1862, or early in 1863.

The work of construction of the Eastern Division has been in the hands of responsible parties with two or three exceptions, in which instances it has been re-let, at some loss to the company, or carried on by the negro force. The two extreme ends of this division have been pressed rapidly, and are almost finished, while the middle ground has been worked so as to ensure its completion a little in advance of the track.

The cross-ties are being delivered rapidly, every section has been let to contract.

There are on the Division 1,200 feet of trestle and 2,221 feet of bridge work, 1,146 of the latter of iron.

On the 28th of last month, track laying was commenced near the East bank of the Tensas, and on the 1st of May the track at the junction with the Alabama and Florida Railroad will be put under way. This work is being done in a superior manner by the company forces, and can be carried forward at the rate of 10 miles per month, and finished by the first of September next.

The following stock of equipment it is believed will be sufficient till the road is complete to the city of Mobile: Four locomotives, four first-class

passenger cars, two second class passenger cars, fifty freight cars, five repair cars.

Contracts were made with Messrs. John Rogerson & Co. for iron rails and fishing pieces, and with Joseph R. Anderson & Co. for spikes. A sufficient number of the latter have been received to complete this division; and 1,564 tons of rails, fishing pieces and bolts have been received; 474 tons at Pensacola, and 1,090 tons at Tensas wharf. In the contract with Mr. Rogerson it was made a point that the rails should be manufactured under the inspection of an agent of this company; this duty was performed by Col. Lewis Troost, Chairman of the Executive Committee, who visited England for the purpose. In November last a contract was closed with the American Telegraph Company for building and working a line over the road. The work was immediately commenced, and a first rate line is now in successful operation.

From present indications, the Chief Engineer is of opinion that the estimate of last year for the completion of the Eastern Division, $1,004,200 00 may be reduced by the amount of $107,880 27.

In conclusion the President says:

Had the work been started upon any other than a most unparalleled basis, it could not have withstood the shock. In managing the work we have been without trouble or excitement. Three-fourths of the local work of construction has been done. Seventeen miles of rails and fastenings have been delivered. Track-laying has been commenced. A first rate locomotive has been put upon the road and another shipped, and I may say the cars are running, and a first class telegraph line is in full operation over the entire division. This much has been accomplished in one short year in the face of litigation, revolution and a financial crisis unsurpassed. If this has been done under past circumstances, I think there is little to fear for the future.

Texas and New Orleans Railroad.

The Texas and New Orleans Railroad will be running through from Houston to Sabin Bay in three or four weeks. The Central is finished to Millican's, and the branch to Bronham from Hompstead is probably completed to day. The Sugar road will, in twelve months from to day, beyond a doubt, be through to Wharton, with a bridge over the Brazos. The fact stands out plainly and unmistakably that Houston is inevitably the railroad centre of Texas, a position for a city to occupy, the importance of which it is difficult to over estimate. The laws of affinity and reciprocity indicate the propriety, if not necessity, of all roads in the vicinity of this city connecting with it. A union depot is now talked of, and it would be well if the Harrisburg Company would allow the mists of local prejudice, that obscure their mental vision, to clear off and view this matter in its proper light. A terminus here will be desirable in twelve months for their road, and now would be a proper time for the company to see what can be done, so as to secure certain privileges on easy terms, that as time is prolonged, will be more difficult and costly to obtain. The Trinity and Tyler Railroad Company will doubtless reconsider the initiatory step they have taken with their enterprise, and in place of beginning *near*, will begin *at* the railroad centre. The New Orleans road, in connection with the Central, will doubtless construct a bridge over Buffalo Bayou this summer, and bring their line into town, high up on Main street, or in the vicinity of the Brazoria and Galveston depots.

The erection of an union passenger depot, sufficiently extensive to meet the wants of all the roads that converge here, is essential to their interest, and to the convenience of the traveling community. Now is a good time to bring the matter forward, and the action of the companies be ascertained. The travel next season will be heavy, and facilities for meeting it should be put in progress early, to respond to it.

The change in ownership of the Central Road, will, without doubt, operate favorably to this idea; and we trust the railroad princes will all have due regard to the demands of the times; and putting down all minor considerations, at one step provide for their own best interests, as well as those of the public.—*Houston Telegraph, April 9.*

Memphis and Little Rock Railroad.

The Little Rock *Gazette* of the 23d ult., says: The work of track laying on the Memphis road has commenced opposite this place. Owing to the low stage of the river but a small amount of iron has yet been brought up. Soon as the river rises all of the iron will be brought, and the work prosecuted to completion.

New Orleans, Jackson and Great Northern Railroad.

The following is the report of the President and Directors, showing the operations of the company during the fiscal year ending February 28, 1861:

When the present Board of Directors first entered upon their duties, (on 17th April, 1860,) it was found that there was a large amount of liabilities matured, and maturing in a short time, for which the previous Board had made no provision, and to meet which the present Board were compelled to raise nearly $300,000 on the individual credit of the Directors and on that of some of their friends.

The amounts due and unprovided for on the 17th April, 1860, were as follows:

Accrued interest and sinking fund on first mortgage bonds	$94,000
Back pay rolls, for February and March	50,000
Due Cooke, Bradford & Co. to 1st April	15,300
Outstanding bills for materials, etc., estimated	50,000
Balances due foreign railroads, and other accounts, say	20,000
	$229,300

To this amount add items maturing to 1st July, 1860, as follows:

Bills payable, say	125,000
Earnings of Cocke, Bradford & Co., from 1st April to 1st July	20,500
Balance of interest and sinking fund, due on first mortgage bonds, on July 1st	60,000
Total due to July 1st, 1860	$440,800
We have also been compelled to receive seven locomotive engines (which had been contracted for by the previous Board) against our strong efforts to cancel the contract, as they were not required for the business of the road—and none of them have to this date been attached to a train. The cost of these engines, with two others delivered in November, 1859, but not settled for until April, 1860, is, say	80,000
Contracts for passenger and freight cars had also been made, many of which cars have not been used, costing	54,000
We have also settled with Cooke, Bradford & Co., for their final estimate for work done north of Canton, with the exception of a balance of some $7,000 still to their credit	32,500
Amounting in all to	$618,800

—The whole of which (with the exception of $125,000, bills payable included in the above figures) the present Board have had to provide for, over and above the general liabilities of the company, as reported by the former Board of Directors as liabilities, under the head of bills payable.

These items, with the disasters of October and November, alluded to hereafter, will, in a great measure, account for the present embarrassed condition of the company.

The mail earnings, for the balance of the year ending January 1st, 1861, we found, had been anticipated by their pledge as security for a loan obtained to the extent of $30,000.

By the Treasurer's report, the receipts from all sources during the year ending February 28, 1861, have been, incl. balance on hand... $1,878,609 36

Disbursed during the same period:

For operating the road	$747,461 28	
Graduation, mostly for the extension beyond Canton	100,297 08	
Iron rails and fastenings on hand at depot in New Orleans	120,118 37	
Locomotives, cars and tools	152,628 90	
Real estate, right of way, surveying, engineering, fencing, etc.	84,600 74	
Building way stations and improvements to depot, grounds, etc.	48,508 52	
Interest on first mortgage bonds and other interest accounts	213,881 09	
Expenses, contingencies, law charges, etc.	40,420 88	
		1,524,867 46
Balance on hand, chiefly in bills receivable for stock subscriptions in Mississippi and amounts to debit of sundry agents and others		$340,241 89

We redeemed on July 1st, 1860, after due public notice, from the lowest bidder, fifty-nine of our first mortgage bonds for the sum of $49,530—which reduces the mortgage by the amount of $59,000.

By the General Superintendent's Report, it will be seen that the earnings of the road during the twelve months were from

Freight	$649,59,9 04
Passengers	529,[illegible]24 00
Mails	62,400 00
	$1,23[illegible]2,023 04

The expenses during the same time have been—

For maintenance of way	$251,100 28	
Motive power	212,772 80	
Conducting transportation	187,873 47	
Steamers and other expenses during overflow of October and storm of November, 1860	27,327 80	
Stock killed in Mississippi	9,277 58	
Maintenance of cars	59,100 70	
Add outstanding and unpaid bills	28,106 60	
	$775,567 94	
From which must be deducted the amount paid during the present year for materials and labor for the previous year, as per bills	98,378 24	
Total cost of operating the road in 1861		677,189 70

This amount includes all the extraordinary expenses caused by the overflow in October and storm of November, 1860; also, the repair of damage from the floods of Pearl river and the Tangipahoa; also, the building of three division houses, [illegible]ear four miles of second track and sidings, and five miles of fencing, which ought properly to be charged to the construction of road, leaving the net earnings, $566,433 94

—or 45 per cent. of gross earnings, which will compare favorably with any road in the country.

The gross earnings, as shown by the Report for the year previous, during eleven months from April 1st, 1859, to February 29th, 1860, were	$999,510 92
The expenditures were	670,065 62
Showing the net earnings of the road during the 11 months ending Feb'y 29th, 1860, to have been	$329,445 30

By which, it will be seen that the actual expenses for the 11 months ending February 29th, 1860, wore ouly $7,124 08 short of those for the full year ending February 28th, 1861, while the increase of receipts for the corresponding time was $233,112 72.

The debt due and outstanding February 28th, 1861, was:

Loans received of the State of Mississippi maturing in 1863, 1864 and 1868	$215,000 00
Bills payable maturing in 1861, 1862, 1863, 1864 and 1865	665,237 35
Paymaster's bills payable maturing within 60 days	54,150 00
Amount due sundry persons on account of outstanding bills and balances due other railroads and other balances	39,126 63
Balances due on pay-roll account	67,203 06
Coupons on first mortgage bonds, due 1st January, 1861, say	110,000 00
The first mortgage bonds (due in 1886) now outstanding, amount to	2,665,000 00
Making the total liabilities of the Company	$3,815,717 04

Besides the above, the interest and sinking fund due on 1st July next, 1861, will amount to about $160,000.

The floating debt, as reported on the 29th February, 1860, (exclusive of the Mississippi loans,) under the head of bills payable, amounted to	$617,766 41
To which should be added for unsettled debts for graduation done, material and labor for construction and road expense accounts assumed by this Board	158,659 59
And liabilities for contracts made prior to the incoming of the present Board, for locomotives and for cars	140,712 49
Graduation, Cocke, Bradford & Co.'s contract	45,822 45
	$962,960 94
The floating debt on 1st March, 1861, exclusive of loans of the State of Mississippi, is	935,717 04
Showing a reduction of	$27,243 90
To which should be added the following items, to make up the amount of the net earnings of the road for the year ending March 1, 1861, say:	
Iron rails	126,118 37
Interest on first mortgage bonds, paid July, 1860	110,000 00
Interest paid on loans and renewals	82,780 07
Depot grounds, buildings and improvements	43,508 52
Real estate, right of way, fencing, bridging, etc.	18,443 35
Graduation between New Orleans and Canton, on line of road	33,653 22
Expense, advertising, law charges, contingencies, etc.	40,420 88
Engineering and surveying	16,157 39
Uncollected mails $20,800 / Do. freight 34,430	55,230 00
And other miscellaneous accounts	1,878 24
	$555,433 94

We have prepared, and have ready for issue a second series of construction bonds, secured by a first mortgage upon that portion of the road between Canton and Aberdeen, Mississippi, and a second mortgage upon the road and machinery between New Orleans and Canton, for the sum of $3,000,000, payable in thirty years from October 1st, 1860, bearing interest at the rate of eight per cent. per annum, with coupons attached, payable semi-annually on first of April and 1st of October of each year.

None of these bonds have been sold up to this time, but a portion of them have been pledged to secure the payment of notes issued for iron rails, machinery and renewals.

We have on hand

45 locomotives, (seven of which have never been attached to a train).
37 passenger cars, (11 never having been used).
10 baggage and express cars.
503 freight and hand cars.

The engines during the last nine months have run (no record having been kept for the previous three months) 405,650 miles.

The average cost for engines per mile run, has been—

For wood	5.9 cts.
For oil, tallow, and waste	1.1 "
For material and labor	5.3 "

The number of bales of cotton transported during the year, was 181,509.

The number of passengers (without a single injury of a serious nature), 165,677.

The road is in complete repair and equal to any first class road in America. The repairs rendered necessary from the storms of October and November, having all been completed in the most substantial and permanent manner, will prevent any interruption from the usual ordinary storms in future. The extraordinary storms and floods of October and November last (which only occur at long intervals of about fifteen years) have shown the necessity of raising the level of the road, for a distance of ten miles along the valley of the Tangipahoa about two feet, and the same height along the Pearl river, below Jackson, for a distance of two miles. The crib work along the lake shore must also be filled in, and the level of the road raised two and a half feet from bayou La Branche to Pass Manchac.

This work can be done in the next two years, by additional laborers being added to those necessary to make the general repairs, without interfering with the general traffic of the road. The cost of the whole of the above will be about $50,000. This will secure the road completely against all possible interruptions in future, from similar causes.

It was a mistaken policy of the engineers who had charge of the construction of the road, who, to save a small amount on the first cost of construction, fixed the levels on these portions of the road below high water mark, from which the road has suffered in loss of business, reputation, and extraordinary repairs, not less than $1,000,000 since its construction.

From a careful estimate, based upon the workings during the last nine months, there can be no doubt that the gross earnings of the road, from all sources, for the current year, will be $1,500,000. And the total expense of operating the road and keeping both the road and machinery in complete repair will not exceed $600,000.

This will leave (after paying the interest on the first mortgage bonds, amounting to $240,000, and $100,000 to the sinking fund) $560,000 to be applied to the payment of the floating debt of the company.

The road was completed to Canton, Miss., a distance of 206 miles, with a single track and the necessary turn-outs and sidings for transportation of freight and passengers, in the month of March, 1858.

The cost, up to February 28, 1861, has been for the 206 miles of road, with the bridges, depot buildings, division houses, iron rails, wood and water stations, real estate, right of way, graduation, labor and material of all kinds	$5,570,452 65
For locomotive engines, cars, tools and machinery	1,040,729 52
Expended for graduation, &c., north of Canton, say	418,392 18
For iron rails now on hand at the depot ready for laying on the extension, 17,242 bars, weighing 3,054½ tons, sufficient to lay 35 miles, cost say	126,118 37

The graduation of 26 miles immediately north of Canton, Miss., is complete and now ready for the rails; 14 miles more are under contract and being rapidly completed, the payments for which, by the terms of the contract, are made by the subscriptions obtained along the line from the property holders.

An additional section, nine miles in length, extending from the city of Aberdeen to the intersection of the Mobile and Ohio Railroad, is being graded, and the contract for laying the iron, has been made upon the same conditions.

There can, therefore, be no doubt that the road will be extended to Kosciusko within twelve months from this date, and Aberdeen connected by rail by the way of the Mobile and Ohio and the Southern Roads, with New Orleans, on or before January next, 1862.

We have built for the protection of the depot building and machine shops, at a cost of $9,000, an iron tank or reservoir of a capacity to hold 375,000 gallons of water, by which, with the connecting pipes and hose, the freight sheds and machine shops, can at any time be flooded with water in case of danger from fire. With a view to extend our cotton yards, we made two lines of embankment through our property below Claiborne street and laid the cross-ties and iron. It was absolutely necessary to the trade of the road, and will have to be extended. The machine shops must be removed as soon as practicable from their present situation, to the company's property beyond Claiborne street, and should be permanently built of fire proof materials. By this means the present cotton and freight yards will be sufficiently enlarged to amply accommodate the increasing business of the road.

We have been compelled to resurvey the whole line of road from the State line to Canton, in order to ascertain the lines of the various properties through which we pass, the right of way having been but partially obtained, and suits for heavy damages being constantly brought against the company for trespass. These surveys have been completed, the necessary maps and plans made out, and our attorneys are now ready to commence the necessary legal proceedings to obtain the titles to the land over which the road passes.

The necessary preliminary surveys have been made under the immediate charge of the Assistant Engineer, Mr. Miller, between Kosciusko and Aberdeen, to ascertain the best practicable route, and the necessary maps and profiles are being now made out.

To connect that portion of the road between Kosciusko and the Aberdeen division, at the crossing of the Mobile and Ohio Railroad, a distance of seventy-three miles, with the necessary sidings and turn-outs, will cost about one million five hundred thousand dollars. To meet this we shall have to rely upon the subscriptions obtained along the line of the road and its vicinity from the planters and resident property holders, and by the counties through which it passes, which are daily increasing; also the proceeds of the second series of bonds, already alluded to as now ready for negotiation. Should these resources be insufficient, it will be necessary to devote the net earnings of the road, after paying the floating debt of the company, to this purpose. Should the earnings of the road be thus applied to the construction of the road beyond Canton, it will require at least three years of its revenue for its completion to Aberdeen, say 1865, until which time no dividend can be declared.

A new and commodious depot should be built

at Canton for the accommodation of passengers, with sufficient platforms and sheds to enable us to exchange freights with the Mississippi Central Railroad. By this change we will save nearly all the amount paid for lost and damaged freight, under which head we paid last year $11,760 10. New depot buildings are required at Terry, Osyka and Kenner Stations, and the sidings extended still further, to accommodate the increasing business.

It will be to the interest of the company to encourage the building of manufacturing establishments and private dwellings along the line of the road; also, agricultural improvements, by so arranging the prices for freight and passage as to induce their location in the vicinity of the road. The local and way traffic already exceeds the through travel and freights.

Notwithstanding the resolution passed at the last annual meeting of the stockholders; prohibiting the issuing of any free passes, we have been constantly annoyed by applications for them, which are not confined to objects of charity. The most persistent in their demands are those who have the least claim.

The Legislature of the State of Louisiana has amended the charter of the company by repealing the tenth section of the act of incorporation, subject, however, to the approval of the stockholders. This amendment, to become a law, requires a vote of three-fourths of the whole number of shares subscribed—and the vote will be cast on this question on the 15th of April next, at the time of the election for Directors for the ensuing year.

This change in the charter does not deprive the stockholders of their voice in any contemplated amendment, now or at any future time, as may be seen by reference to the 11th section of the act of incorporation.

All of which is respectfully submitted.

H. J. RANNEY, President.

New Orleans, April 6th, 1861.

Philadelphia and Erie Railroad.

The following is an extract from the report of EDWARD F. GAY, Esq., Vice President and Superintendent of this road.

"It is estimated by those well acquinted with present operations in the oil region, and the arrangements now in progress for new works, that the amount to be sent to market during the ensuing spring and summer, will not fall short of *ten thousand* barrels per week! This oil is taken to Erie, and thence shipped to New York, Boston, &c., where it finds a ready market. Little, if any, is sent to Philadelphia, unless such as may be floated down the Alleghany river to Pittsburg, during the navigable season, and sent thence to Philadelphia by the Pennsylvania Central Railroad. When the Sunbury and Erie Railroad shall be finished, it will at once form the natural outlet for most, if not all, the oil sent eastward or southward—which, reaching Philadelphia, will constitute this the great oil mart, from whence it can be shipped wherever required."

If the estimate of those engaged in the oil business is correct, there would be carried over our road, if finished, this year, four hundred thousand barrels. The average rate charged on the Western Division is about forty-five cents per barrel, and if this oil was sent eastward over our road, it could not average less than one dollar per barrel. Admitting this to be the case, and the amount sent to be but one-half the amount estimated, we should immediately have a single article of transit paying for the first year $20,000, with an almost certain assurance of a regular if not rapid increase, as there appears to be little doubt that oil will be found at other points immediately contiguous to the line of our road. The extension of the Western Division twenty-five miles eastward from Warren, will reach the bituminous coal fields, and from that source greatly augment the business of the road thence to Erie.

Of the amount of business which will be done on the Sunbury and Erie railroad, when completed, it would be difficult to form a just estimate.

The resources of the immense tract of country bordering on the great lakes, Erie, Huron, Michigan and Superior, (to the trade of which this road cannot fail to form a highly favored outlet,) are so great and yet so comparatively undeveloped, as to fully justify the most sanguine estimate that could be made. Independent of these, however, the country through which this road passes, and which I have often heard designated as barren, wild, worthless, &c., presents, in its mineral oil, iron ore, coal of every variety, fire clay, kaolin, pine, hemlock, maple and cherry timber of unrivaled quality, as fair inducements for the investment of capital, and as certain assurance that the road when finished will have more of the elements calculated to make it a *paying road*, than are presented by any other now in the course of construction in this country; and I may add more than by a majority of the roads already finished and in use.

Many thousand tons of Lake Superior iron ore are annually delivered on the wharves in the harbor of Erie, for the supply of furnaces in the northwestern part of the State. A large amount of this material will doubtless be required along the line of our road, where iron ore is found in abundance, but which (I am assured,) when mixed with a small proportion of Lake Superior ore, will enable the manufacturer to produce a quality of iron inferior to none in this country.

Of the bituminous coal on the line of the road, it seems hardly necessary to say anything; its abundance and variety are well known, as also its adaptation to the uses of the manufacturer, and to the production of gas. It extends for a distance of one hundred miles along the road, and is found at points convenient for loading directly from the mines into the cars.

A glance at the map of our State will show that the Sunbury and Erie Railroad, (in its connections with the Shamokin and Pottsville Railroad,) is the only one extending *directly* from Lake Erie into the heart of our anthracite coal region.

This coal can be delivered at Erie, direct from the mines and without transhipment, for about five dollars per ton, and as it is an article which has already been introduced to a considerable extent in most, if not all the Lake cities, may be safely estimated that, within two or at most three years after the completion of the road, the amount of this coal to be carried over it will equal one hundred thousand tons per year, and annually thereafter increase.

Within the past year assurances have been given, by owners of lumber establishments along the waters of the upper Susquehanna, that many millions of feet of sawed lumber will be sent over the railroad to market, as soon as it is completed and opened to use.

In the vicinity of Ridway, large tracts of hemlock timber are found, which are so favorably situated as to offer great inducements for the establishment of tanneries in that vicinity. Contiguous to the waters of the Clarion are also found immense groves of cherry timber of large growth and superior quality.

The country through which the middle Division of this road passes, produces no agricultural products beyond the necessities of the present inhabitants. It follows, therefore, that, at least for some years to come, the tide of population which will naturally flow into it, as soon as the road is finished, must be supplied with breadstuffs, merchandise, &c., from either end of the line, and that these will form important items in the general business of the road.

Among the various railroads designed to form connections with the Sunbury and Erie, are the following, viz:

Oil Creek Railroad—(Projected from Garland Station to Titusville, in centre of oil region,) not commenced.

Venango Railroad.—(Projected,) not commenced.

McKeon and Elk Railroad.—Not commenced but will be built as soon as ours is finished.

Alleghany Valley Railroad.—Part finished, balance suspended.

Tangas cootuc Railroad.—finished and in use to west side of river.

Eagleton Railroad.—Finished and in use to west side of river.

(These two roads are about to be connected with ours at Queen's Run Bridge.)

And *Tyrone and Lock Haven Railroad.*

This latter is an important improvement, not only by reason of the connection it will form with the Pennsylvania Central Railroad, but from its extension into the heart of the iron and bituminous coal region of Centre County, through its connection with the Snow Shoe Railroad at Milesburg, near Bellefonte. A large proportion of the grading on this road is done, and it is to be hoped that means will not be wanting to secure its entire completion during the present year, in which case our road will immediately and unquestionably receive a valuable addition to its trade and travel.

Years of experience have taught most railroad men, especially those connected with long roads, that while *through trade* is always desirable and in fact important, the *profits* on it are small, and that from the *local* trade and travel are these mainly to be derived. It should form a prominent object, therefore, as it will doubtless be the interest of this company to offer every inducement and facility possible towards the development of the local business along the line, in which case there can be no doubt of a remunerative return.

Having already enumerated some of the prominent items which are expected to form part of the business of the road when finished, it would be no difficult task to present a statement of the probable amount of such business, with an estimate of its profits, &c.; but such statements are mere estimates after all, seldom accurate, never reliable, and often calculated to mislead even the friends of an improvement. I have therefore omitted them.

The simple fact of a perfect railroad communication, between the best harbor on Lake Erie and tide-water at the city of Philadelphia, passing directly and entirely through our own State, and abounding in resources already named, should be itself prove its importance, commercially and financially, and commend it to the fostering care of the Commonwealth, as well as the attention of capitalists in this and other countries."

Heavy Masses of Copper.

During the past two weeks the contractors who transport the Minnesota copper to the lake, have been taking down masses of extraordinary size. Since March 16th, they have hauled on sleds pieces weighing as follows, in pounds; 7,262, 7,100, 7,254, 7,280, 8,820, 9,450, 7,140, 7,284, 7,900, 11,150, 7,145, 9,600, 7,824, 7,850, 8,900, 9,725, 7,420, 7,400, 7,270. Each of these were drawn by a single pair of horses. They also brought down, but with a four horse team, four masses, weighing 12,300, 11,420, 10,800 and 12,650—the latter and several of the smaller ones were from the Rockland mine.

The mass of 11,150 pounds is the largest ever brought by a single span of horses over the road, according to our recollection.

The load with the mass of 10,800 pounds also contained three small masses, making in all seven tons—the largest load ever brought over the road.

We have here the weight of twenty-six masses brought down the past two weeks from two mines, the heaviest masses from the National having come forward some weeks since. The average weight of the masses is four tons, 1,312 pounds, and the aggregate weight over 122½ tons, including as will be seen, those only which weigh over 7,000 lbs., and less than a moiety of the entire amount of mineral received here during the time.—*Lake Superior (Ontonagon) Miner March 30.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....		101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	68.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....		65,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	164,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....		207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791		76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,645	79,634	—	116,310	—	—		—	—	—	.....
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.6	585,542		1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....		505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—		—	—	—	.....
								ARKANSAS.														
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	—		—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—		—	—	—	.....
								CALIFORNIA.														
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....		230,251	104,594	.....	.....
								CONNECTICUT.														
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,500	408,597	23.9	.....		78,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....		333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....		844,772	502,579	10	140
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,060,000	197,000	62,461	2,585,534	120.0	.....		319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Nangatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....		241,330	127,506	8	.....
31 Dec. '59	61.0	—	3.0	—	—	—	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	868,000	200,000	.....	61.0	.....		107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....		90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....		119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,480	*	—	3,000,000	2,104,000	19,389	.....	117.4	.....		1,049,768	416,251	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....		358,362	159,005	3½	40
								DELAWARE.														
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....		—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.9	.....		21,195	—	6	.....
								FLORIDA.														
... ... '59	154.2	—	.....	—	—	—	—	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	—		—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....		7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,856	19.3	.....		10,255	1,504	—	.....
... ... '59	26.5	3.9	.....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....		.....	.....	—	.....
								GEORGIA.														
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....		418,036	265,827	8	125
... ... '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....		.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	55.0	.....		168,988	95,612	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....		.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,866,800	*	—	4,566,800	.....	.....	6,590,173	229.0	879,468		1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....		1,159,158	528,048	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241		404 618	212,676	19	90
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162.534	—	669,950	249,000	—	1,026,868	50.0	.....		202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,586,634	52,373	—	1,275,501	10,200	180,621	1,478,140	71.6	.....		.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....		.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....		832,343	454,541	—	.....
								ILLINOIS.														
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,030,000	220.0	845,951		994,569	225,786	13m	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,925	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....		1,233,706	453,141	.....	56
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,859	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.		245,282	135,284	.....	.....
1 Apr. '60	194.0	—	.....	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.		384,656	139,822	.....	.....
6 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,534	*	115,235	5,603,000	1,397,000	—	7,473,049	228.4	.....		1,093,934	309,567	3½	37
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....		.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,555	1,311,916	319,993	6,628,300	3,524,200	—	10,466,355	261.3	792,029		1,462,752	652,260	—	57
... ... '57	175.0	—	.....	—	—	—	—	Great Western	5,622,926	*	—	1,600,000	3,688,426	334,500	5,022,926	175.0	.....		.....	.....	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,205	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....		2,721,591	850,630	—	57½
... ...	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	—		—	—	—	.....
... ...	148.0	—	.....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,402	.....	.....	148.0	.....		.....	.....	—	.....
... ...	46.6	—	.....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	.....	—	.....
... ...	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	—		—	—	—	.....
... ... '58	186.0	—	.....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	183.0	.....		.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by		Bur. &	Quincy.	—	.....
... ...	1.0	—	.....	—	—	—	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....		823,767	.....	—	.....
								INDIANA.														
... ...	108.0	—	.....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....		.....	.....	—	.....
... ...	29.0	—	.....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....		.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....		249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,051	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....		368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....		448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....		236,397	80,109	—	.....
31 Aug. '57	78.0	—	.....	—	—	—	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	105.0	.....		222,737	74,328	—	.....
... ... '59	64.0	—	.....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....		.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	350,755	1,648,050	1,285,300	87,969	3,060,128	155.0	201,402		230,563	99,080	—	.....
... ... '58	288.0	—	.....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....		645,827	371,402	—	.....
... ... '58	74.0	—	.....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....		.....	.....	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,351,450	220,000	46,647	1,970,381	73.0	.....		404,589	232,773	10	.....
								IOWA.														
1 Jan. '58	75.5	—	.....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....		.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,084	.....	86.0	7 mo's.		85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	833,086	965,000	441,787	2,267,313	50.1	.....		.....	.....	—	.....
... ...	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	—		—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.		458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....		.....	.....	—	.....
... ... '59	55.0	52.6	.....	312.0	...	...	.....	Miseisslppi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....		.....	.....	—	.....
								KENTUCKY.														
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,162	2,930,000	337,532	4,375,993	111.8	.....		426,406	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....		.....	.....	—	.....
... ... '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by		Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....		120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—	}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	458,519	—	1,662,740	65.0	.....		270,053	124,569	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,583,481	3,255,500	631,269	9,455,250	269.0	613,803		716,478	371,122	—	.....
... ... '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by		Cov. &	Lex.	—	.....
								LOUISIANA.														
... ...	22.0	—	.....	—	—	—	.....	Clinton and Port Hudson	750,656	*	—	.....	.....	.....	.....	22.0	.....		.....	.....	—	.....
... ...	27.0	—	.....	—	—	—	.....	Mexican Gulf	602,911	*	—	.....	.....	.....	.....	27.0	.....		.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	239,207	5,856,320	80.0	180,204		481,922	223,640	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	189,685	9,147,862	206.0	.....		768,774	.....	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	243,963	108,434	1,710,519	53.7	.....		.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,824	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	99½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,306,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11¼
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	107
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	109½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,618	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,335	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	.....	.....	120.7	.....	719,234	367,083	2	60
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	98
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	76,566	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	106½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	25,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,380	—	3,516,865	77.0	101,326	211,899	75,810	—	13
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	113
30 Nov. '60	45.7	—	9.3	—	10	3	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	42
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,255	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0				—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,537,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,666	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	10,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	108
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	137,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,289	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,165	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	110
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	.....	.....	15 344	3,368	—	.....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	.....
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	.....
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	—	oper	r by W	estern.	—	6	100
30 Sep. '59	34.0	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	.....
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,420	5	.....
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	8,627,620	142.0	568,448	580,000	242,954	—	.....
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	.....
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	oper	r. by N.	Y. & E.	24,000	6	.....
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	oper	r. by Re	ceivers.	30,000	6	.....
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	.....
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	oper	r.b.B.N.	Y. & E.	—	—	.....
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	.....
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	36
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	.....
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	.....
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	71
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	20
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,551	433,716	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	.....
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	.....
30 Sep. '59	75.4	—	2.0	—	6	4	83	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	.....
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	.....
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	.....
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	.....
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	oper	r.by Ren	s. & Sar.	30,150	7	.....
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	.....
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	.....
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	oper	r.by Lo	ng Isl.	37,560	9	.....
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	.....
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,910	—	.....
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	oper	r. b.Hud	s. River.	—	6	.....
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	oper	r. by oth	er Co's.	—	—	.....
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	.....
								NORTH CAROLINA.													
31 May,'60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	.....
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	.....
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	85
1 May,'59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,276	12	91
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,925	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	24
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	80
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper	r. w. Lit.	Miami.	170,795	5	81
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	.....
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	688,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,690	2,134,000	439,261	5,508,357	205.9	—	577,968	211,894	—	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C.,	C. & C.	—	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	.....
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0	—	861,722	373,772	—	.....
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	—	45.0	61,634	94,342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	357,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	.....
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,139,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	80
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper	r. b.Buf.	& S. L.	—	10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,097,100	661,000	—	1,833,343	55.5	—	436,237	153,334	6	84
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,019,304	231,552	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	.....
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	84
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,497,121	433.0	3,476,812	5,932,701	2,296,402	6	76½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	.....
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	3,512,546	858,597	—	31
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
1 Oct. '60	98.0	6.0	.....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	6,600,000	2,500,000	—	—	200.5	48,677	1,236,597	471,712	6½	25

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------	------	-------	-------	-------	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	-------	-------	-------	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	—
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	-------	500,000	821,447	-------	1,321,847	33.0	-------	96,227	54,582	----	—
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	-------	-------	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	-------	-------	29.6	-------	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	—
31 Mar. '59	76.0	—	----	—	---	---	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	-------	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	60.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	-------	2,158,000	60.0	147,231	208,439	96,571	5	—
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	—	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	—
-- -- '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	—	—
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,819,554	164.5	-------	341,190	125,871	----	—
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	—
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,333	-------	-------	------	-------	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,621,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	—
1859	f	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	------	-------	-------	-------	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	------	-------	-------	-------	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	53,129	44,666	—	—
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	—
1859	-------	-------	-------	-------	---	---	----	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	------	-------	-------	-------	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	-------	-------	-------	Winchester and Alabama	-------	-------	—	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	—	—
-- -- '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275-000	240,000	171,566	-------	50.0	31,300	32,670	-------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	—
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	—	—
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	-------	-------	90.7	122,200	187,640	64,619	—	—
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,355,045	119.6	349 440	334,368	113,818	—	—
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	886	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	----	—
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,095	-------	—	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	81
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	703,200	-------	-------	23.7	47,950	45,930	8,522	----	—
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	—
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	-------	-------	-------	-------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,056	-------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,990	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,436,527	80.5	-------	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,057	*	—	1.981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	-------	43.5	1,058,054	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,848	80.0	-------	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,630	59,000	—	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	-------	55.0	-------	-------	-------	—	—
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	-------	-------	-------	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	—
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	-------	7,500,000	234.4	-------	883,186	439,943	—	11
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	-------	—	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	—
1 Jan. '58	104.0	—	----	38.8	---	---	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	-------	213,964	81,045	—	—
-- -- '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	-------	—	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	—
								CANADA.													
31 July '59	158.5	—	----	—	20	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	—
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	-------	-------	-------	-------	-------	81.0	166,245	-------	-------	—	—
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,051,084	*	—	15,603,128	31,351,133	-------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	-------	14,054,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	—
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	-------	-------	-------	-------	-------	24.0	37,081	-------	-------	—	—
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	-------	-------	-------	-------	-------	96.6	254,530	-------	-------	—	—
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	89,222	-------	-------	—	—
-- -- '59	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	—
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	226,164	—	4,451,012	-------	-------	4,451,012	108.0	193,653	116,225	41,985	—	---
31 Dec. '60	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,330,000	13,100	136,000	1,799,232	60 0	-------	-------	-------	—	—
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	---	---	----	Nova Scotia	-------	-------	-------	-------	-------	-------	-------	61.5	-------	-------	-------	—	—
								NEW GRANADA.													
31 Dec '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,802,828	48.7	-------	1,550,872	1,236,181	12	100

New York Stock Exchange.

Sale Prices for the week ending April 24, 1861.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Federal Stocks:—						
U. S. 5s, 1874	86	----	----	----	----	78
U. S. 6s, 1881	88	87	86½	86½	90	----
State Stocks:—						
California 7s	79	75	----	----	----	----
Georgia 6s	----	----	----	----	----	----
Illinois 6s	100	----	----	----	----	----
Indiana 5s	89	----	----	----	88	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	90	70	----	60	80	80
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	43	40	38½	40	46	43
New York 5s, 1874	99	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	58	45	----	45	70	----
Ohio 6s, 1886	102	----	95	----	----	----
Tennessee 6s, 1890	52	42	41	41	----	43
Virginia 6s	47	40	36	36	40	40
Railroad Shares:—						
Chicago, Burl. and Q.	64	60	51	57	57½	56
Chicago and Rock Isl.	41½	38	34	38	39	37
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	25½	24	22½	24½	24	24
Del., Lack. and West.	80	----	----	----	----	----
Galena and Chicago	62	58	55	57	59	57
Hudson River	37	36	33	36	36	36
Illinois Central (scrip)	63	59	55½	60	60	57
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	45	42	40	43	44	42
M. S. and N. I. guar'd,	29	29	26	30	31	29
M. S. and N. I.	13	13	12	12½	13½	13½
Milwaukee and Miss.	----	----	9	----	----	----
New Jersey Central.	110	----	----	----	----	----
New York Central	71	69	68	70	73	71
New York and Erie	21	19	18	20	20	19
N. York and Harlem	13	12½	11	12	13	12
N. Y. and H. "pref."	32	30	28	31	31	30
Panama	109	102	97	98	102	100
Phila. and Reading	31	30	29	32	33	31
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	76	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	----	----	----	----	----
D.L. & W. 1M. 8p.c. '71-5	98	----	97	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	----	----	----	97	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	35	----
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	106
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	85	----	----	----
Illinois Centr. 7 p.c. '75	92	85½	85	86	88	90
" " 6p.c. '75	92	85½	85	86	88	90
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S.F. 8p.c. '82	----	95	----	92	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	58	----	56	----
" " S. F. 81	80	----	----	75	75	
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	100
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	97	98	99	99½	----
" 3 M. 7 p.c. '83	----	81	80	----	----	----
" 4 M. 7 p.c. '80	81	80	----	----	80	86
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	100	99½	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	80	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	90	----	----	----	----	----
America, Bank of	104½	----	----	----	----	----
Commerce, Bank of	----	87	----	85	----	----
Merchants' Exch. B'k	85	----	----	----	----	84
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	----	----	----	----	----
Mining Stock:—						
Pittsburg	----	----	----	----	----	52
Rockland	----	----	----	----	----	15
Minnesota	----	----	----	----	----	62
Isle Royale	----	----	----	----	----	6
Miscellaneous:—						
Del. and Hud. C. Co.	----	----	----	----	----	88
Cumberland Coal Co.	6	6	----	----	----	----
Penn'a Coal Co.	----	77	----	----	----	----
Pacific Mail S. S. Co.	70	67	68	64	64	75
Canton	10	10	----	----	10	8
Brooklyn Water W's.	100	101½	96	----	96	95

The following are the closing prices in the London Market on the 5th April:

United States 5 p. c. red. '74	79	to	81
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	89	to	90
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	71	to	73
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	68	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	85	to	87
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	79	to	80
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27½	to	28½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, April 27, 1861.

Morris Canal and Banking Company.

From the report of this Company for the fiscal year ending February 28, 1861, we learn that the canal was opened on the Western division the 27th of March, and on the Eastern division the 5th of April; and closed at the west end on the 8th of December, and on the east end on the 12th of December; and that the navigation was maintained without serious interruption during the whole season.

The income of the company from current business of the canal was $350,710 63

And the expenses were:

Operating canal	$32,300 78	
Repairing "	81,748 09	
Salaries, interest, law and other expenses	25,316 66	
Transportation expenses	4,906 73	
		144,272 26
Profit		$206,438 37
Balance at credit February 29, 1860		6,737 12
		$213,175 49
Dividends, viz:		
On preferred stock	$117,500 00	
" consolidated "	41,000 00	
		$158,500 00
Interest on mortgage bonds		30,240 00
Accident in 1855		3,472 20
Depreciation of boats, horses, etc.		2,264 21
Discount on bonds sold		408 40
Balance—surplus		18,290 68
		$213,175 49

The increase in receipts over those of the previous year was $45,172 70

And the increase in expenses 6,637 26

Increase in net profit $38,535 44

There has been expended since the last annual report, for the permanent improvement of the canal and its works, in providing additional boats, and for real estate and land damages, the sum of $82,316 03. The president says:

At the date of the last annual report, it was stated, that upon the completion of certain improvements then in progress, the floating debt of the Company would be about $75,000, and that provision would be made for its payment, and to defray such other expenses as should be incurred from time to time in the further improvement or enlargement of the canal and its works. In pursuance of this object, a second mortgage has been laid upon the canal, to secure the payment of $300,000 of Bonds, of which $35,000 only have been sold.

The balance of this indebtedness, and the cost of permanent improvements made since that report, leaves a floating debt of $81,549 56 at the close of the last fiscal year—which will be provided for—together with such further expenditures for permanent improvements as the Board of Directors may authorize, by the issue and sale of so many of said bonds as may be required for that purpose.

In view of the present disturbed state of public affairs, and of the general business of the country, it will not be expected that an estimate of the trade and income of the current year should be attempted; but the preparations made to mine and send to market, anthracite coal from the Lehigh and Wyoming coal fields, the amount of sales already made, and the increased facilities for storing and re-shipping coal at Jersey City, would seem to justify the expectation of an active trade on the Morris Canal, producing results satisfactory to the stockholders.

The items of expense which fall below the corresponding items of last year are the "repairs of canal proper," and the "plane and lock tending and collecting." The items of expense which materially exceed the corresponding items of the previous year are "repairs of locks" and "repairs of planes." In reference to these the Superintendent says:

In order to explain the increase of the item of repairs of locks as compared with former years, it is necessary to state that the locks as originally constructed, were of stone masonry, laid with hydraulic cement mortar—that they were widened and lengthened in 1841—that all the new masonry was then laid with lime mortar washed out to such an extent as to endanger the stability of the walls.

The repairs consist principally in grouting the walls with hydraulic cement mortar, reflooring bottom of the lock, and making new gates and wickets. These repairs are necessarily made in the winter, and to prevent injury to the mortar by frost, each lock has to be housed and artificially heated night and day from four to six weeks. During the winter of 1859-60, five locks were so repaired, and eight more during the last winter.

The excess in the cost of "repairs of planes" over 1859, is accounted for by the fact, that the renewal of more of the principal parts, such as ropes and rails, were required last season than usually happens in any one year. The average of the last two years does not exceed the ordinary amount of such repairs.

All the inclined planes have worked well during the season, and the beneficial effects of removing the last of the old planes, was very apparent in the perceptible reduction of freights, and the increased speed and regularity in the movement of the boats.

The pumping apparatus at the Hackensack river, has removed all complaints of low water on the tide level between said river and Jersey City, at a cost of less than $300 for the whole season.

The usual winter repairs and spring cleaning of canal, will be completed in readiness to open the navigation on the 25th inst.

A table is given showing the annual fall of water at Lake Hopatcong Reservoir during the

past 15 years, beginning with the first day of December, 1845; from which it appears that the last has been the dryest year in the series—the fall of water being 18½ per cent. less than the average, and 29 per cent. less than the greatest fall. Notwithstanding this comparative drought, the canal closed with water enough in this one reservoir to have passed each way over the whole length of the canal more than 800,000 tons in addition to the trade that was carried.

A table is also given showing the trade and tonnage of the canal since 1845; in which year the tonnage was 58,259; in 1846, 109,505; in 1847, 155,559; in 1848, 204,682; in 1849, 234,305; in 1850, 239,682; in 1851, 281,707; in 1852, 358,797; in 1853, 467,288; in 1854, 543,269; in 1855, 553,204; in 1856, 563,413; in 1857, 563,362; in 1858, 554,034; in 1859, 638,019; and in 1860, 707,631.

GENERAL STATEMENT.

Cost of "canal and appurtenances"		$2,835,090 24
Assets:—		
Cash	$21,797 63	
Bills receivable	13,484 14	
Individual accounts	29,161 74	
Materials	11,995 65	
		76,439 16
		$2,911,529 40
Capital stock—		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
		$2,200,000 00
Mortgage bonds		535,250 00
		$2,735,250 00
Liabilities—		
Bills payable	$153,676 44	
Individual accounts	1,413 84	
Dividends unclaimed	2,868 44	
Coupons	30 00	
		157,988 72
Profit and loss—surplus		18,290 68
		$2,911,529 40

The expenditures during the year chargeable to capital amount to $80,116 03. The shipping basin at Jersey City, commenced in 1859, has been enclosed on all sides by a substantial crib work, thereby securing still water for handling coal on the south side of the company's coal piers; increasing the storage room, and otherwise facilitating the trade of the canal.

Seven lift locks, one guard lock, and the tide lock at Jersey City, have been lengthened to 100 feet clear in the chamber. There yet remain to be lengtheneed 16 lift lock, four guard locks, and two tide locks, before the full benefit of this improvement will be realized.

Intimately connected with this subject is the question of changing the route of the canal at Dover, and substituting one inclined plane for the locks at that place. The advantages of the proposed improvement, and the cost of the work are thus stated in the Engineer's Report:

The question of altering the line of the canal at Dover, ought to be decided before lengthening the five locks at that place. According to a survey and estimate heretofore made, ·4 of a mile will be saved in distance, and one plane substituted for five locks, by the proposed change, at a total cost of abont $60,000. The new line will be comparatively straight, and easy to navigate, and will dispense with five locks, and half a mile of difficult and tedious navigation. It is estimated that this improvement will save to the boatmen one-third of a day in each round trip. With the present trade of the canal, this would amount to a saving of about $11,000 per season, and with a trade equal to the present capacity of the canal, the saving would be at least $25,000 per season.

Accompanying this report is an accurate profile of the canal in its present state, together with some historical and descriptive notes, referring to its first construction, and the subsequent alterations and improvements made to the canal and its appendages.

The following are the officers of the company:
President—EPHRAIM MARSH.
Eng'r and Superintendent—WM. H. TALCOTT.
Secretary—LEWIS N. CONDIT.

Grand Trunk Railway of Canada.

We give below a synopsis of the report of Mr. Walter Shanly, on the traffic and working of this line during the fiscal year ending June 30, 1860. It is dated "Montreal, Nov. 23, 1860," and addressed to T. R. Blackwell, Esq., Managing Director:

This road was opened its entire length November 21, 1859, and the number of miles worked since that date is comprised in the following divisions: Detroit to Port Huron, 59; Sarnia to Portland 794; Richmond to Quebec, 96; London branch, 21—total 970 miles. The extent of road opened at the date of the previous report was 880—showing an increase of 90 miles during the year. The average number of miles worked in the half year ending Dec. 31, 1859, was 895; in the second half year ending June 30, 1860, 970; and in the whole year ending June 30, 1860, 932½. The total receipts for the year were as follows:

From passengers		$1,077,008 39
" merchandise		1,682,620 50
" mails		99,273 84
" express		23,755 12
" rents, baggage, telegraph, etc		26,395 84
		$2,909,053 69
And the working expenses were:		
Locomotive department	$754,326 39	
Car "	289,335 89	
Maintenance of way	671,986 84	
Passenger expenses	153,889 04	
Freight expenses	285,747 45	
Telegraph	21,747 40	
Ferry	19,042 69	
Damages, etc.	12,612 51	
Agencies	43,976 16	
Salaries, rents, etc	61,217 43	
Carriage of goods, passengers, etc	19,763 69	
Loss on Detroit section	3,241 01	
Taxes	25,132 79	
General charges, law expenses, etc	51,754 24	
		2,413,773 55
Net earnings		$495,280 14

The receipts for the half year ending Dec. 31, 1859, were $1,387,200 18; and for the half year ending June 30, 1860, $1,521,853 51—an increase of $134,653 33. The expenditures in the first half year were $1,121,518 22; and in the second $1,292,255 33—an increase of $170,737 11.

A comparison of the receipts with those of the preceding year shows an increase of $627,732 94; with an increased expenditure of $334,644 26—the net increase being $293,088 68. The per centage of increase in receipts was 27½ per cent.; and in expenses of 16.09. The report says:

The general depression which had pervaded all branches of commerce on this continent, since 1857, still continued to be felt, and, of course, still continued to exercise an injurious influence on railway traffic, until the abundant harvest of this year began to be gathered in. In common with all other carriers we are *now* profiting largely from the bountiful crop with which the country has been blessed this season. The benefits accuring to us, however, from that source of general rejoicing have no bearing whatever on the increase in our receipts for the year ending 30th June last, as the products of the field did not begin to find their way to market until September. A comparison of the receipts under every denomination of our traffic for three years past, commencing 30th June, 1857, and ending June 30th, 1860, proves that our business is growing in a very much more rapid ratio than our expenses are increasing.

The local passengers carried numbered 587,637; in the previous year, 564,653—an increase of 22,984. The foreign passengers were 102,185, against 88,158—an increase of $14,027.

It has not unfrequently been charged upon us by a portion of the press of the country, that, for the sake of the present gain derivable from carrying the immigrant through over the whole length of the line, our agents endeavor to influence him to pass onward to the Western States, instead of encouraging him to remain in the province. The allegation has no foundation, in fact; simply because it happens that in this instance at all events, our patriotism and our interests are pleasingly in unison. The "Through" immigrant does not, as a general thing contribute a larger sum to our immediate traffic receipts, than the intending settler in the province going to Western Canada, for instance—does, and so far from influencing passengers to go beyond the province, all the company's efforts both here and in England, for years past, have been to induce the emigrant to remain in the province, and part of the labors of the London Office during the last five years has been the distribution of nearly a million of pamphlets, maps and circulars of information respecting Canada as the most desirable field for the emigrant.

The number of tons of local freight transported during the year was 529,285; and of foreign freight, 93,685. Mr. Shanly says:

The management of this railway is constantly charged by the public and the press of the country with grasping at and fostering the *foreign* business to the neglect of the *local*. In other words we stand charged with neglecting or not understanding our own interests; for every person at all conversant with railway business, knows, that its local traffic is the best paying traffic a road can have. In refutation of this charge, since self-interest will not be accepted as guarantee for our giving the people of the Province our best attention first, before going abroad to seek for business, I would point to the above figures, showing that our foreign tonnage for the year ending 30th June last did not amount to one sixth part of our total tonnage—that is to say, for every ton of merchandise carried for foreigners we carried upwards of five and a half tons for our own people; and when the accounts for the current half year come to be presented, it will be still more conclusively proved that the managers of the Grand Trunk Railway are not so blind to the interests of the company as to give an undue preference to that class of business which yields the smallest profit.

I have thought it advisable to allude to the foregoing question at length, because it is one that is attracting a great deal of attention in the country, and may, perhaps, yet be brought under the notice of the Legislature; so strong is the current of popular belief that the railway is used more to the benefit of foreigners than to that of the people of the Province. It is not easy to stay a popular prejudice, and if facts supported by figures will not do it, nothing else can.

The traffic of the Detroit and Port Huron section has not yet answered the expectation that were formed of it. You are aware from my former report on this subject of the several causes which, in my judgment, operate against the local traffic of that line. To the *through* traffic of the Grand

Trunk Railway the Detroit and Port Huron section is, however, an indispensible adjunct; but, for reasons hereinafter given, we are not now taking, of that class of business, one-third of what is offering, and, as a consequence, that portion of our road is not worked to anything like its full carrying capacity.

In point of alignment, gradients and completeness of construction generally, it stands first among the several sections of the Grand Trunk Railway, and when supplied with a proper equipment can be worked at a lower cost per mile than any other part of the line.

Previous to 30th June last, we had neither engines nor cars of our own on the Detroit section, but were wholly dependent for the working of the line on hired rolling stock, which, of course, added very much to our working expenses, as plant of that description cannot be hired at rates representing merely the interest on its value. Even now we do not own, in engines and cars suited to the 4 ft. 8½ in. gauge, more than one-third of a full equipment. So short are we of engines and freight cars, that though the foreign traffic from the West has for the last two months been all but abandoned, to the great injury of the Detroit and Port Huron section of the line, the local business in Canada is still very far from being properly served.

The equipment consists of 80 passenger and 132 freight engines; 92 first class, 49 second class, 2 composite, 58 baggage and mail, and 2,778 freight cars, 133 ballast wagons, and 34 snow ploughs. The gauge of the road is 5 ft. 6 inches. On the Detroit and Port Huron section there are 5 engines; 4 first class and 2 second class passenger, 2 baggage and mail and 40 freight cars. The gauge of this section is 4 ft. 8½ inches.

With a full equipment of the cars and engines, and with proper appliances for handling and storing grain, in bulk, at Toronto, Kingston, Montreal and Portland, there would now be scarcely any other limits to the business we could do than are imposed by the limited capacity of a single line road, and by the very small amount of shipping to be counted on at Portland.

The total tonnage for the year was 622,971; of this only 105,872 tons were westward bound freight, viz: from Boston and Portland, 72,212 tons; from Quebec 4,309 tons; and from Montreal, 29,351 tons. In 1859 the westward tonnage was 97,875; in 1858 it was 76,860. This shows that the company is gradually gaining ground in that direction. The total number of persons employed permanently in the traffic department, according to returns of June 30th was 1,086. The report concludes as follows:

I have an abiding faith in the ultimate ability of the road, to make a fair return on the capital absorbed in it. The cost per mile to share and bondholders is much below the average cost of the chief American lines east of the great lakes. And though I would not undertake to promise that for some years to come it can be worked at less than 60 per cent. of its gross earnings, I believe that its receipts may be swelled to an amount that will represent surplus sufficient to pay interest on the bonded debt, and, by-and-by, a dividend on the share capital. The working expenses of the year ending 30th June last are not to be taken as a criterion of the proportion that outlay is to bear to revenue for ever. For the first moiety of that year we had no Victoria Bridge, and we had unavoidably to do many things, arising out of shortcomings in original construction, which drew unfairly upon revenue. The latter half of the year saw us, for the first time, in the condition of an independent road, connecting directly with feeders in the Western States; but it also found us with upwards of one hundred miles of new road upon our hands werewith to effect that connection, with insufficient and already overworked rolling stock, and with incomplete and consequently expensive ferry arrangements at Sarnia. And all past experience goes to prove that, whatever forethought may have been devoted to its construction, a railway cannot be ushered into existence in such a state of perfect organization as will allow of a thoroughly economical system of working being administered from the outset.

There is one portion of the company's property to which I have as yet made no allusion, because it has not been included in the general working of the line for the last twelve months, namely—the portion east of Quebec—from Chaudiere Junction to Riviere du Loup; 118 miles.

Of that part of the Grand Trunk Railway scheme I will confine myself to observing that since December of last year it has been "farmed ont" to certain parties, but at a direct money loss to the company of 1,500 dollars per month, in the form of a subsidy to the lessees; and that we now have offers for leasing the road without any subsidy at all being looked for; thus showing an improvement in the prospects of that section of the line to the extent of 18,000 dollars a year. I would recommend that the leasing or "farming" principle, *without subsidy*, be adopted for the working of the Riviere du Loup extension for a year or two to come.

Missouri River Valley Railroad.

The directors of the North Missouri Railroad, in their recent report, say that while they feel that the best interests of the State demand the building of their road above the crossing of the Hannibal and St. Joseph Railroad, and that good faith requires it, they have a just appreciation of what value the Missouri River Valley Railroad will be to it when built, and have done all in their power to assist in that enterprise. They then add:

The organization of that road is divided into two companies: the one having the charter from the town of Moberly, or the junction with your road to Brunswick on the Missouri river, under the name of the Chariton and Randolph Railroad Company, and the other the Missouri River Valley Railroad Company, from Brunswick to the western border of the State on the Missouri river; the first has received liberal subscriptions of stock in the rich counties of Chariton and Randolph from individuals and the counties in their corporate capacity. The North Missouri Railroad Company had a disputed claim against the county of Randolph, for stock subscription, in suit for $22,000, which was considered doubtful, and the Directors, compromised the suit on the condition that the county and citizens would increase the amount to fifty thousand dollars and subscribe the same to the Chariton and Randolph Railroad, which was done.

In addition to this, a contract entered into by this company with these two roads, giving them such advantages in the transportation of freight and passengers, as well as material, &c., for construction of their roads, and the supplying when needed of such construction trains and rolling stock to operate with, as was believed would greatly enhance the building of those roads. When they are completed and in operation, it is almost impossible to calculate, now, the immense benefit they will be to your road, traversing as they do the wealthiest and most populous counties in the State, terminating on the western border, either at Weston or the great and growing city of the western border of the State, St. Joseph, almost on an air line from St. Louis, giving the North Missouri Railroad and the people of St. Louis a direct connection with St. Joseph, independent of the Hannibal and St. Joseph Railroad. The zeal manifested by the people along the proposed line of this road, the immense business it would at once command, the undoubted ability of the counties through which it passes and terminates in, to push it on to completion, renders it almost a fixed fact that it will be built at an early day. The counties of Carroll and Ray, have already subscribed over $200,000 each, and the counties of Clay and Platte undoubtedly will increase on these amounts largely should the road be located through them to Weston; or, on the other hand, the counties of Clinton and Buchanan, and the city of St. Joseph, will, if it is found to be best to terminate the road at that city; for these reasons, your Directors concluded they could not do too much to forward this enterprise.

Through the energy of the President, Mr. W. E. Moberly, and the Directors of the Chariton and Randolph Railroad Company, work was commenced at the junction, and prosecuted, until some fifteen miles of the east end of the road is now graded and ready for the superstructure; and it was the intention to have had as much as twenty miles completed and ready for the rolling stock by the present time, but the unfortunate crisis that has fallen upon the whole country prevented—it being thought best to suspend operations during the winter.

It may be as well to repeat here, that with these roads completed, the most timid friends of the North Missouri Road could no longer doubt that it would be eventually the best paying road in the State. In view of this the Directors of the North Missouri Railroad thought best to ask the Legislature to give the company the authority to create a first mortgage on your road, limiting the amount to $2,000,000, one half of which is to be loaned to the Chariton and Randolph Railroad and Missouri River Valley Railroad, believing it would expedite and render certain the building of those roads, for which they are to mortgage their roads and become responsible for the interest on that amount to this company, thus giving the State an additional security for her debt, and the business derived from increased lengths of road of over two hundred miles.

Sale of the Houston and Texas Central R. R.

Some surprise was manifested on our streets yesterday morning when it was reported that the road bed, rolling stock and franchise of the Houston and Texas Central Railroad had been quietly sold the day previous at sheriff's sale, and it was the subject of a good deal of talk yesterday, with, however, but little excitement observable. The names of the purchasers, Messrs. W. J. Hutchins and David H. Paige were taken at once as a full guarantee that nothing improper had been done, and that the rights of their fellow-stockholders would be secure. That this confidence was well-founded, they this morning give good evidence in the circular published in this paper, to which we refer the reader.

From all the information we have been able to obtain, it seems that the affairs of the Company had become so much embarrassed by their floating debts and interest on permanent debt that they could not pay. A sale became inevitable. An execution on judgment for $10,000 obtained at last term of the District Court was levied, and after due advertisement the sale was made. Messrs. Hutchins & Paige being large stockholders and creditors, bid for the amount of the judgment, and became the purchasers to secure themselves, and for their own benefit.

These gentlemen now constitute the corporation of the Houston and Texas Central Railway Company, having all the chartered powers heretofore granted. By reference to their circular it will be seen that they propose to associate with themselves, on equal terms, all the old stockholders who hold "dollar for dollar" stock upon their advancing a proportionate amount on their stock—say ten per cent. in six months, so as to raise a fund to pay the interest due on the permanent debt to the State, and others, which are liens on the road; and also the debt to laborers on the road. They desire to place all *bona fide* stockholders in the old company on equal footing with themselves, and to act in all matters in a spirit of fairness, not solely for their own advantage, but for the benefit of all disposed to meet them on fair and liberal terms, having in view the promotion of the enterprise of completing the road. We think this is manifest from their circular.

The effect of all this will be to place the road on a sound basis, and ere long to raise the stock from its present depreciated value, to something

near par. The market value has been, according to the money market, from $25 to $35, for a year or two past. Twenty-five dollars has been a full price for the past six months. The proposed ten per cent. added, will make it $35. But the knowledge that all liabilities are provided for, and all operations reduced to a cash basis, will raise the value to double that amount.

That the lands and other assets of the old company will be sufficient, if used with prudence, to pay the floating debt, not secured by liens on the road, there can be little doubt, but if they are not, it is the desire of the new company to settle the deficiency as soon as practicable, from the earnings of the road. Whether this can be done, however, depends on future contingencies. Certainly, they are under no obligations to do it. We have the best reasons for knowing that the objects and designs of the new proprietors are honorable and laudable. As a creditor of the company to a small amount, we are satisfied with what has been done. The restoration of confidence will place the enterprise on a good foundation, and this will satisfy the people.

Their determination to secure the dues of the laborers on the road is exceedingly praiseworthy. These men have worked hard and ought to be paid if no one else is. The liberality of Messrs. Hutchins & Paige in providing for them will gain much favor with the public.

On the whole, the enterprise now, to all appearances, has a bright future before it. And we know the people will join us in a hearty wish that the new company may be able to push the work rapidly through.—*Houston Telegraph, April 9th.*

North Missouri Railroad.

At a meeting of the stockholders of this company held in St. Louis on the 1st inst., the following gentlemen were chosen directors for the ensuing year: J. S. Rollins, I. H. Sturgeon, N. B. Coates, A. Harper, Daniel E. Bryan, John Wickham, J. T. Swearengen, D. A. Griffith, J. O'F. Farrar, J. B. Morris, C. Taylor, John Orrick.

At a meeting of the new board, the following officers were elected:

Isaac H. Sturgeon, President.

Andrew Harper, Vice-President.

J. B. Moulton, Chief Engineer and Superintendent.

John Lee, Secretary and Treasurer.

John Wickham, Attorney.

Bald Eagle Valley Railroad Company.

The Tyrone and Lock Haven Railroad having been sold by decree of Court, its purchaser, Philip M. Price, Esq., with others since associated with him, have organized a new company, under the name of the Bald Eagle Valley Railroad Company. The officers of the new corporation, elected Monday, April 1, at Lock Haven, comprise these names, to wit:

President.—Philip M. Price.

Directors.—Thomas A. Scott, John A. Gamble, D. K. Jackman, J. W. Maynard, Edward Blanchard and James Chatham.

Treasurer.—L. A. Mackey.

Secretary.—James Hemphill.

Chief Engineer.—Wm. Harris.

This road is 54 miles long, having its termini in a connection with the Pennsylvania Railroad on the Juniata and with the Philadelphia and Erie Railroad on the West Branch. Its course is north-east and south-west, through a valley at the base of the Alleghany mountain; and in addition to the local traffic which it will carry, it will constitute the sole rail connection between the great river valleys of the Juniata and West Susquehanna.

Very much, nearly all we believe, of the gradnation of the road-bed is completed; so that the funds to be provided to put the road into operation will be chiefly required for superstructure and rolling stock. And as this is one of the roads named in the act for the commutation of the tonnage tax, among which is to be distributed the tax accrued before the repeal, its completion is a foresbadowed certainty.

Railroad Earnings.

The net receipts of the New York and Harlem Railroad for the month of March are as follows:—

March, 1861	$90,710 05
" 1860	88,598 48
Increase	$2,111 57

The following are the earnings of the Great Western Railway of Canada for the week ending April 12, 1860:

Passengers	$20,873 74
Freight and live stock	31,994 67
Mails and sundries	1,569 82
Total	$54,348 23
Corresponding week of last year	47,180 62
Increase	$7,167 61

The earnings of the Norwich and Worcester Railroad for March, were:

	1860.	1861.
Passengers	$8,815 13	$7,459 37
Freight	18,985 87	13,994 99
	$27,801 30	$21,454 36
Decrease		$6,346 95

Cheap Route for Freight.

The chain of railroads from the West over the Pittsburg, Fort Wayne and Chicago, and the Pennsylvania Railroads, now furnish the cheapest, quickest and safest means for the transportation of freight from the West to the East. The cost of carrying a bale of cotton of 500 pounds, from Memphis, Tenn., to Boston, Mass., by the inland route, is $4 50. This is less than to send it to New Orleans, reload it in a ship and send it by sea; and the saving of time about 30 days. One railroad car holds 30 bales of close packed cotton. —*Pittsburg Post.*

Pittsburg and Connellsville Railroad.

The Fayette *Patriot* announces that the bill aiding the Pittsburg and Connellsville Railroad, which was recently read in the Legislature, will not become a law this session, because the Governor, even if it passes, will refuse to sign it. It thinks the bill will pass both Houses, so impressed are the members with its fairness, but the Governor deems it unconstitutional, and as he will not sign it, it will have to go to the next session.

Atlantic and Great Western Railroad.

The engineers of this work have completed the survey at the ground for a track, from Meadville to Utica, eight miles above Franklin, and will soon be in that borough.—The distance from Meadville to Franklin is about twenty miles, and this branch road, when completed, says the *Spectator*, will throw more freight and passenger business to the main line of the Atlantic and Great Western Railroad than five times that distance of extension from Meadville westward.

West Jersey Railroad.

Trains commenced running on Monday, April 1, from Camden to Millville, 38 miles. It is expected that this road will be completed to Bridgeton by July 1st. Soon after that period it will, doubtless be extended to Cape Island City.

Portage Lake Smelting Works.

Commenced the smelting of copper on the 18th of last December, and have at present—March 27th—seven hundred and fourteen tons of ingot and cape copper ready for shipment. This amount might have been exceeded, but it is the result of all the mineral the mines sent in. They have, as stated, we believe, on a former occasion, facilities for smelting one hundred and twenty tons per week, or over six thousand tons a year. But farther observations appear to be unnecessary.—*Houghton Mining Gazette, March 28.*

New Railroad Project.

A movement has been started having for its object the construction of a line of railway from Ridgeway to the coal fields of Elk county. It will be known as the Shannut and Ridgeway Railroad, and will connect with the Sunbury and Erie road at Ridgeway. A bill incorporating a company to build the road has been read in the House. It fixes the capital stock at $100,000, and requires the road to be completed within four years.—*Pittsburg Post.*

Broad Mountain and Mahanoy Railroad.

This road is intended to connect the Reading Railroad and the Schuylkill Navigation with the immense body of coal lands owned by Philadelphia, and, if completed, will enable the city to lease their lands at remunerative prices, because coal can, by this route, be transported to the Philadelphia market at from forty to fifty cents per ton cheaper than by the present outlets. It will, therefore, render these lands a source of profit instead of expense to the city, as at present.

Journal of Railroad Law.

MANUFACTURING CORPORATIONS: PERSONAL LIABILITY OF TRUSTEES FOR NEGLECTING TO FILE THEIR ANNUAL REPORT.

The general act for the organization of manufacturing companies passed in 1848 by the State of New York, requires that within 20 days from the first of January in each year, all companies shall make an annual report stating the amount of capital stock, the proportion actually paid in, and the amount of existing debts; and that if any company shall fail to do so, the trustees shall be personally liable. Under this statute the Rochester Novelty Works—a manufacturing company was organized. From March, 1857, Boody, Otis and Palmer became and continued trustees until the following December. The trustees immediately preceding them neglected to file and publish within the twenty days after January 1st, 1857 or at any time since, the statement or report required by the 12th section of the act.

The corporation became indebted to the plaintiff for goods sold to it at divers times between January 18, 1856, and January 1st, 1857, executed its promissory note for the amount of such indebtedness, for which, with interest, the plaintiff demanded judgment against the defendant Otis and the other trustees. He also demanded the amount of another note made by the corporation in July, 1857, for goods sold to it between January 8th and May 5th, 1857.

The defendant Otis demurred to the complaint and judgment was rendered in his favor by the General Term of the New York Supreme Court for the seventh district, and the plaintiff then appealed to the Court of Appeals. The following is the opinion of the appellate court.

Comstock, J.—The general act under which "The Rochester Novelty Works" was incorporated, declares that the companies organized according to its provisions, shall, annually, within twenty days from the first of January, make a report stating the amount of the capital stock, the proportion actually paid in, and the amount of the existing debts; and that if any company shall fail to do so, "all the trustees of the company shall be jointly and severally liable for all the debts of the company then existing, and for all that shall be contracted before such report shall be made." There is certainly some obscurity in this language when we come to apply it to different conditions of fact. "All the trustees" are declared to be liable for "all debts." The most

literal interpretation will undoubtedly give to the provision a broader significance than the Legislature intended. For example, a board of trustees might be superseded by a new election immediately after a default in making the report had occurred. Of course, the retiring trustees would be liable for the debts then existing. They ought to be so liable, because it would be simply attaching to their own default the consequences which the statute has declared. But in a literal use of the language, they would also be liable for all future debts of the company, if their successors should also fail to make the report, although they had ceased to be trustees, or even stockholders. Thus, notwithstanding the loss of all control in the management of the company and even of all interest in its affairs, they might remain liable forever in consequence of the continuing default of those who succeeded them, a default which they would have no power to prevent, any more than they would to prevent the contracting of future debts. This clearly was not the intention of the Legislature.

Equally opposed, in my judgment, to the equity and good sense of the statute, is a construction which imposes upon a succeeding board of trustees a liability for debts which have become charged upon their predecessors by reason of the default of the latter. According to this construction one body of trustees may retire from office charged with all the debts of the company, because they had not complied with the law, while those who are appointed to succeed in the management cannot assume the trust, without taking also the personal burdens which the former trustees had incurred by their own neglect. This will appear the more reasonable when we consider, that the trustees thus coming into office after a default of those who preceded them, had no power to prevent that default, and that they have none to avert its consequences. They could not prevent it because they were not in the management when it occurred. They cannot avert its consequences if this be the true construction of the law, because although they may with the utmost promptitude, file a report, as the statute requires, that proceeding on their part will not discharge any personal liability, either of themselves or their predecessors, which has already accrued. The liability, when it has once attached and upon whomsoever it has attached, remains fixed and unalterable. This is plain.

Such an interpretation of the statute would be a most unfortunate one for these corporations; for I apprehend the stockholders would find great difficulty in electing prudent and careful trustees in the place of a reckless and improvident board, if the person elected, at the moment of taking office, must become personally involved in all the embarrassments and debts of the company. A sounder and juster view of the question it seems to me, is, that a board of trustees guilty of the default in January, and retiring from office, is liable for all antecedent debts, and for those only; and that the successors, if they continue the default until the next January, and no longer are liable for the debts afterwards contracted during that year, and for no other. If the person succeeding to office promptly obey the requirement of the act, they will escape all liability, and it is plainly just that they should, because there is no failure of duty on their part. If they do not they very properly incur the hazard of the debts, which they themselves as trustees contract. This hazard they may be quite willing to incur; but there is neither principle or policy in making them responsible for the acts and defaults of their predecessors. The general policy of the act is immunity from personal liability, but this is attended by certain conditions demanding the personal observance of the trustees. A single case may occur where successive boards may be liable for the same debts; and that is where there are successive defaults in January. By the express terms of the statute, the trustees omitting to file their statement within the first twenty days of that month are liable for all debts then existing. Now the debts then existing may be wholly or partly the very debts for which their predecessors became liable, by reason of a default in the January of the previous year. But from this liability there is a chance of escape by a simple performance of the duty required, whereas if such liability is assumed by a new board by the very act of taking office, there is no chance of escape except by refusing to serve.

I construe the statute according to these views, and it is a construction which is fatal to the plaintiff's case. The corporation had a board of three trustees who were in office on the 1st of January, 1857, and they neglected, in that month and afterwards to make a report as required by the act. Two of them went out in March, 1857, and were succeeded by two others. The defendant Otis is one of the latter, and he has demurred to the complaint. This suit was brought before the close of that year to recover an indebtedness represented in two notes. One of the notes is averred to have been given on the 8th of April, 1857, for goods sold by the plaintiff to the company prior to the first of January preceding and the other was given in July for goods alleged to have been sold between the 8th of January and the 5th of May, 1857. These averments fail to show that any part of the debt accrued prior to the time in March, when the change of trustees took place. Consistently with the allegation, the portion represented in the note last given might all have accrued in the month of January. The trustees chosen in March, therefore, were not liable to pay for any portion of the goods, according to the view which has been taken of the statute. If the creditor had waited until January, 1858, and no report had then been made, the case might have been different.

It is scarcely necessary, perhaps, to observe that the giving of the notes by the company does not change the result. If the new trustees, on coming into office, were not personally liable for the previous debts of the company, they plainly did not become so because notes were afterwards given for the same debt. We think the demurrer was well taken, and that the judgment should be affirmed.

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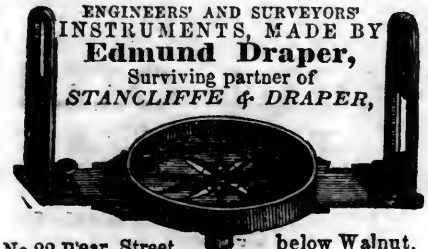
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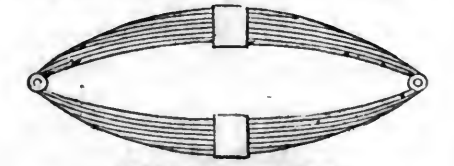
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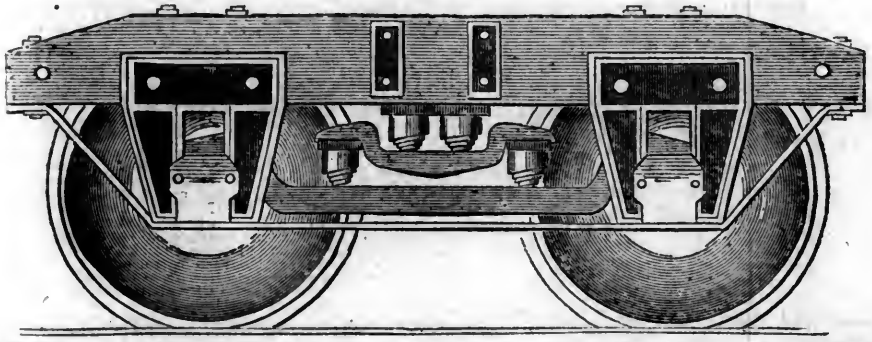
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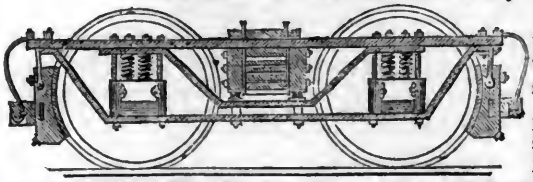


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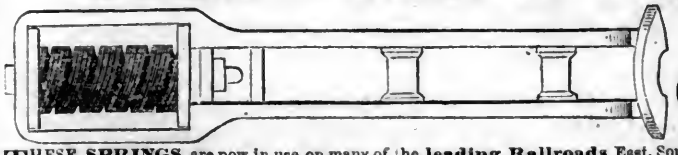
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WASHINGTON ARSENAL, December 10th, 1857.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 4, 1861.

Flemington Railroad.

The road is worked by the Belvidere Delaware Railroad Company. The receipts during the year 1860, have been as follows:

From passengers	$6,075 88	
" freights, including coal	9,015 67	
" mails	750 00	
		$15,842 55
Working expenses, salaries, etc.	14,012 32	
Leaving net		$1,830 23

The capital stock of the Company is $150,011. Funded debt, $93,900. Other indebtedness, $86,417 66. Cost of road, $287,087 74.

Indiana Central Railroad.

The earnings of this road for the fiscal year ending December 31, 1860, were:

From passengers		$183,216 82
" freight		183,629 43
" mails and express		19,012 48
" incidentals		14,538 75
		$400,397 48
Disbursed as follows:		
Repairs of track, bridges, etc.	$24,475 76	
Repairs of engines and cars.	46,317 48	
Conductors, enginemen, etc.	26,870 37	
Station expenses	26,629 77	
Wood	27,384 37	
Oil	3,612 86	
Loss and damage	6,064 92	
Miscellaneous	31,841 03	
		193,196 56
Net earnings		$207,200 92
To which add sales of lands, rents, dividends, etc.		10,327 87
		$217,528 79
Interest on 7 per ct. bonds.	$42,000 00	
" 10 " " .	62,350 00	
" unfunded debt..	5,128 35	
Taxes	3,119 54	
Ten per cent. bonds	100 00	
Dayton & Western R.R. Co.	71,073 01	
Unfunded debts	10,733 15	
Commissions and discounts.	1,169 65	
Incidentals	18,796 43	
		214,470 13
Balance		$3,058 66

The increase in earnings over the previous year has been $55,816 90, accompanied by an increase in expenses of $22,959 75—the net increase being $32,857 15. The report says:

The business of your line for the past year has been of an improved character over that of the preceding year. Each month has shown an increase, though not large, yet sufficient to afford the hope that we have reached the point that will show a gradual increase in future years, unless we shall have years of scarcity of agricultural productions or of great pecuniary embarrassments. We commenced the past year with a deficiency in the average surplus of the grains and other productions of the country. But the amount to be transported was considerable and the crops of the last year have been large and prices in general have been remunerative, consequently the earnings from freights have been larger than those of any previous year. The earnings from passengers have not been correspondingly large, though there has been a small increase from that source. The political flurry during the last month in the year doubtless decreased our earnings several thousand dollars. But still on the whole the earnings have been more satisfactory than they have been for three years previous.

Our local business still has maintained its position as to our earnings, being nearly two-thirds of the entire amount and increasing more rapidly than our through business.

Our line has been operated the past year with its usual promptness and safety. And our roadbed and structures have been maintained in fair order to operate with safety, economy and satisfactory speed.

During the year we have had some twenty-eight tons of our rails re-rolled and re placed in the track. The re-rolling cost us twenty-two dollars per ton. We also purchased a little over seventeen gross tons of new rails from the Cambria Iron Works near Johnstown, Pennsylvania, which cost us a little over forty-eight dollars per ton, delivered at Indianapolis. But few of the rails have yet been put down. They are intended to re-place our rails that may have given way so as to be unsuitable to run over and to enable us to lengthen some of our side tracks to facilitate our business. We have put in an additional side track near our pens for live stock at Indianapolis, and have rearranged, extended and improved our tracks in our freight yard at the same place, which improvements have materially facilitated our business. We have also made arrangements to put in a track scale to weigh empty and loaded freight cars, being satisfied that economy and what is due to ourselves will justify the expenditure. It will doubtless save serious injury to our cars by being overloaded and detect attempts to defraud us by way-billing freights at less than their true weights and will leave the dishonest shipper no advantage over the honest one.

We have put into our road-bed over twenty-seven thousand new heavy cross-ties to replace decayed ones, and shall the coming season put in a much larger number.

We have also purchased about one thousand heavy, solid lip wrought iron chairs, which have been used to replace such of our old ones as have broken by time and by being run over when the track was hard frozen or from taking up rails for repairs.

We have renewed the timbers in a large number of our trestle bridges, and cattle guards, so as to insure safety in passing trains over them.

We have also in conjunction with the Western Union Telegraph Company erected a telegraph line between Indianapolis and Dayton, and have found it to conduce greatly to the safety and convenience of operating the line.

We have paid our interest regularly and have made considerable reduction of our unfunded debt, and have during the year adjusted and discharged an old liability growing out of the construction of our line, and the last we believe that exists against our company, and not desiring to increase our construction account, we have charged it among our incidental payments.

Our intercourse with connecting lines has in general been harmonious, and characterized by fairness towards us, and an increasing appreciation of the importance of our line and the great value of our local and through business to them, and we think the prospect for an increased business with our connections for the ensuing year is good.

Our connection with the Dayton and Western Railroad Company remains the same as heretofore and our intercourse with the Officers and Board of Directors of that company has been of the most cordial character.

The number of way passengers carried was 147,849; through passengers, 21,240—total 169,087. Passengers carried east 82,105; do. west 86,984.

The number of miles run by passenger trains was 206,480; by freight trains, 150,392; by wood and other trains, 9,349—total, 366,122.

The equipment consists of 19 locomotives; 15 passenger, 6 baggage and 368 freight and construction cars.

GENERAL BALANCE SHEET.

Construction		$1,667,039 03
Equipment		274,081 00
Bills receivable	$22,593 43	
Remittances	33,005 32	
Fuel and materials on hand	14,565 06	
Real estate unsold	70,086 09	
Union track and depot at Indianapolis	26,640 73	
		166,890 63
		$2,108,010 66
Capital stock		$610,050 00
7 per cent. 1st mortgage bonds		600,000 00
10 " 2d " "		578,000 00
Bills payable		40,550 36
Excess over liabilities		239,710 30
		$2,108,010 66

President and Sup't—J. S. NEWMAN.

Vice-President—CHARLES PARRY.

Directors—Charles Parry, Samuel Hannah, John S. Newman, John T. White, Williams Petty, Joseph W. Jackson, David Commons, W. S. T. Morton.

Sec. and Treasurer—SAMUEL HANNAH.

Acting Sup't—H. G. CAREY.

Assistant Sup't—JOHN L. SHANK.

Millstone and New Brunswick Railroad.

This company was chartered in 1836. The road was completed and opened for use Dec. 21, 1854. Its length is 6.63 miles. One half of the share capital is owned by the New Jersey Railroad Company, which furnishes motive power and rolling stock, this company paying for the use of the same an amount equal to 6¼ per cent on its cost. Its earnings in 1860 were:

From passengers		$3,512 75
" freight		5,319 54
		$8,832 29
Expenses		4,808 96
Balance		$4,023 33

The total number of passengers carried was 16,665; tons of freight, 8,870.

Cost of road		$111,114 00
Capital stock paid in	$102,365	
Floating debt	8,749	
		111,114 00

Paterson and Ramapo Railroad.

The report of this company for the year 1860, is as follows:

Capital stock actually paid in	$248,000 00
Amount of funded debt	90,000 00
Cost of road and equipment	350,000 00
Income, rent for N. Y. & E. R. R Co.	26,500 00
Dividends, 5¾ per cent	14,260 00
Expenditures for taxes, contingе's etc.	2,402 15
Interest on bonds $95,000 at 7 per ct.	6,650 00
Five bonds redeemed at 97 per cent.	4,850 00
Bonds of funded debt redeemed.	10,000 00

This road is under lease to and operated by the New York and Erie Railroad Company.

Important Decision.

At the term of the U. S. District Court recently held in Dubuque, Iowa, Judge Lane delivered an opinion in the case of Herman Gelpcke *et al. vs.* the City of Dubuque, relative to the validity of the bonds issued by the city of Dubuque in aid of the Western Railroad. The suit was brought to recover interest on the lands to the amount of $20,000, but the amount of principal involved in the case is about $200,000. The Judge decided against the validity of the bonds. The plaintiffs will probably appeal it to the United States Supreme Court, and should the decision of the lower Court be approved, it will relieve Dubuque of about $450,000 of her city indebtedness contracted for railroad purposes.

Bellefontaine Railroad Line.

This line is 206 miles in length. It is composed of the *Bellefontain and Indiana* Railroad, extending from Indianapolis to Union 84 miles; and the *Indianapolis, Pittsburg and Cleveland* Railroad, thence to Crestline, 122 miles. We have been favored with a copy of the Fifth Joint Annual Report of the directors of these companies—being the Eleventh Annual Report of the former and Twelfth of the latter company. The following is a statement of the transactions of these roads during the fiscal year ending December 31, 1860:

BELLEFONTAINE AND INDIANA RAILROAD.

Earnings from passengers		$99,892 15
" " freight		188,136 95
" " mail		17,850 00
" " express		7,441 81
" " rents		770 00
		$314,090 91
Expenses during same time:		
Repairs of track	$50,120 79	
" engines	23,284 80	
" cars	16,996 34	
" buildings	4,203 11	
" bridges	3,233 57	
Train expenses	37,403 09	
Depots and stations	15,266 87	
Wood	22,596 30	
Oil and waste	4,565 01	
Salaries	6,446 50	
Loss and damage	2,651 03	
Interest and exchange	2,831 63	
Foreign agencies	6,713 28	
All other expenses	15,013 27	
		211,325 59
Net earnings		$102,765 32
Interest on bonds	$88,362 27	
Taxes	5,608 04	
		93,970 31
Balance		$8,795 01
A comparison of earnings with those of the preceding year shows a gain of		$27,722 67
With an excess in expenses of		6,465 60
Making the net gain		$21,257 07

The increase on through business was $18,261.75; on local business, $14,689 38. The excess of through business over local was $103,650 80. The report says:

The aggregate revenue from passengers, is but slightly increased from last year. There is, however, a much larger increase on through travel, and a corresponding decrease in local. In freights, the local shows a larger proportionate increase than the through traffic. The freight earnings give nearly the whole of our increase, as the excess of travel does not meet the decrease in express. The causes alluded to in the last report, as depressing the business of 1859, continued to influence our traffic until the assurance, and, in fact, the incoming of the harvest of 1860. Consequently, as compared with 1859, there was a loss in January, February and March, of $7,994 09. In the months of April, May, June and July, there was an increase of $16,831 68. A portion of this came from increased through travel, during the three first of those months; the larger amount, however, from the increase of West-bound merchandise; while a part of the month of July, is attributable to the movement of the crop. In August, September and October, we have an increase of $22,848 60; coming mainly from the movement of produce. In November and December, we have a decrease of $3,733 50, upon the very light corresponding months of 1859. The officers of the road have carefully studied and practiced the utmost economy in expenses, consistent with a prompt performance of the business of the line.

The capital stock is unchanged since the last report. The funded debt is changed in two particulars. On the first of January, 1861, the trustee of the real estate bonds redeemed, from the proceeds of that fund, $20,500 00, leaving the present amount of said bonds outstanding, $99,250. The C., C. & C. Railroad Company has redeemed, and now holds, $99,000 of the income bonds, which that company had guaranteed. The present position of that class of bonds is as follows:

Held by the C., C. & C. Company	$99,000
" B. & I. sinking fund	14,000
Extended to 1870	85,500
Outstanding in original form	1,000
Total as issued	$199,500

The long pending controversy in relation to the Sidney connection with the Dayton and Michigan road, was settled during the year. The amount so involved, and the fencing account, after deducting some credits for the sale of the gravel farm, constitute the principal charges to this account:

The Sidney connection	$4,099 73
Fencing account	4,141 58
Old right of way claim	30 00
Total	$8,271 31

On the 16th of May last, the contract of March, 1856, between the B. & Ia. and I., P. & C. Railroad Companies, was extended, and made terminable only by and with the consent of both parties thereto. This renewal contract has been approved by the Boards of Directors of both roads; and has also been ratified by the stockholders of the I., P. & C. Company, at their July meeting. It is herewith presented to the stockholders of the B. & Ia. Company, with a recommendation that it be ratified by them at their present meeting.

The Receivers of the Columbus, Piqua and Indiana Railroad Company have filed a bill in the U. S. Circuit Court, at Indianapolis, praying that this contract of 1856, may be set aside, and a similar arrangement decreed between the I., P. & C. and C., P. & I. Companies. As the B. & I. Company has an important and separate interest in this issue, eminent legal counsel has been retained to protect her rights in the litigation.

The construction account has been increased $7,758 48—that amount having been expended for incidental construction, fencing and right of way. The total funded debt amounts to $1,256,-

750. The following is the general balance sheet, December 31, 1860:

ASSETS.

Cost of road and equipment	$3,027,931 61
Unsold real estate	64,527 12
Mortgages, notes and cash in hands of real estate trustees	86,220 74
Mortgages, notes and cash in hands of income bond trustees	3,186 55
Bills receivable	31,801 79
Track materials and fuel on hand	19,537 26
Due from executive committee Bellefontaine R. R. Line	16,445 00
In hands of treasurer and agents	4,370 72
200 shares of Columbus, Piqua and Indiana R. R. stock	10,000 00
1 bond of Marion Co., Ohio	1,000 00
	$3,265,020 79

LIABILITIES.

Capital stock				$1,859,813 02
1st mort. bonds, 7 per ct. due			1866.	791,000 00
2d	do	do	1870.	160,000 00
Income	do	do	1859.	100,500 00
do	do	do	1879.	85,500 00
Real estate	do	do	1858.	1,000 00
do	do	do	1861.	30,750 00
do	do	do	1863.	40,000 00
do	do	do	1866.	48,000 00
Dividend scrip, to be funded in 2d mortgage bonds				9,328 00
Bills payable, $6,281 32; due C., C. & C. R. R., $5,488 43				11,769 76
Car loan from C., C. & C. R. R., at 7 per cent				11,737 29
Unpaid interest on bonds				38,825 75
Balance of transportation account				76,796 97
				$3,265,020 79

The officers and directors are as follows:

President—JOHN BROUGH.

Directors—John Brough, Henry Wick, W. A. Otis, Selah Chamberlain, James H. Godman, Robert H. Canby, John Mills.

Secretary—J. M. TOWNSEND.

Treasurer—HENRY WICK.

INDIANAPOLIS, PITTSBURG AND CLEVELAND R. R.

Earnings from passengers		$111,186 43
" " freight		148,716 67
" " mail		12,750 00
" " express		5,298 97
		$277,952 07
Expenses, viz:		
Repairs of engines	$16,532 91	
" cars	12,214 22	
" road	37,490 72	
" bridges	6,084 05	
" structures, etc.	2,855 03	
Train expenses	30,193 64	
Depots and stations	12,384 94	
Foreign agencies	5,005 83	
Wood	12,456 81	
Oil and waste	3,249 67	
Salaries	4,936 90	
Loss and damage	2,507 21	
All other expenses	12,294 95	
		158,206 88
Net earnings		$119,745 19
Interest on bonds	$78,058 50	
Taxes for 1860	3,616 29	
Interest and cost of floating debt	1,296 82	
		82,971 61
Surplus		$36,773 58
Compared with the previous year the earnings show an increase of		$41,554 96
With an increase in expenses of		1,919 39
Making the net increase		$39,635 57

The increase in local over through travel is $6,942 40, or about 70 per cent.; and in through over local freight, $19,275 31, or about 73 per cent. The working expenses are 58 per cent., against 67⅔ the previous year. The leading item of expense is repairs of road, being $5,451 15 in excess of 1859. This increase is chargeable to re-rolling, repairing and replacing iron, renewing chairs and cross-ties, and re-ballasting a portion of the track.

No material changes have been made in the bond and stock accounts. The extension of first mortgage bonds is progressing satisfactorily, and will no doubt be accomplished. It is also anticipated that during the current year the balance of the income bonds will be exchanged for second mortgages.

The floating debt has been reduced during the year $9,014 08—leaving still owing $9,936 79. The company hope to be able to liquidate this balance during the current year..

Construction account has been charged during the year with $1,501 75; which, corrected by error in last year's account, leaves a balance chargeable of $588 60. The total of this account is $1,837,956 34. There is due this account, when adjusted, a credit of $750, and when this and one or two other small items are arranged, it is suggested that the account be closed.

The track and structures are in very fair condition. Probably 200 tons of iron will require to be re-rolled this year, and a number of wooden culverts renewed by the use of stone.

The following is the General Balance Sheet for the year ending December 31, 1860:

ASSETS.

Cost of road and equipment		$1,837,956 34
Lands and lots		58,258 06
Bills receivable		26,485 96
Stock of C., P. & I. R. R. Co., at par		10,000 00
Sinking Fund		55,002 38
Due from other roads		10,775 53
Individual accounts		300 66
Materials on hand		8,535 38
T. H. Sharpe, Treasurer		1,864 74
Executive Committee		22,763 55
		$2,031,942 60

LIABILITIES.

Capital stock		$835,971 26
Funded debt:		
Domestic bonds	$32,400 00	
First mortgage bonds	649,984 48	
Second " "	314,000 00	
Income bonds	27,000 00	
		1,023,384 48
Bills payable		20,610 94
Surplus earnings to January 1, 1861		135,367 60
Unpaid dividends		900 54
Cash account		57 56
Due to other roads		403 85
Interest on bonds unpaid		12,000 00
Taxes unpaid		3,246 37
		$2,031,942 60

The officers and directors for the ensuing year are:

President—THOS. A. MORRIS.

Directors—John Brough, Simon Yandes, Thos. A. Morris, Thomas H. Shape, Edward King, M. G. Walker, Allen Makepeace, D. Kilgore, S. P. Anthony, David Heuston, Stillman Witt, Henry Wick, Selah Chamberlain, A. B. Stone, James H. Godman.

Secretary—EDWARD KING.

Treasurer—THOMAS H. SHARPE.

Journal of Railroad Law.

THE RIVERS OF PENNSYLVANIA: INJURIES CAUSED BY THE CONSTRUCTION OF RAILROADS TO RIPARIAN OWNERS: PUBLIC AND PRIVATE RIGHTS IN REFERENCE TO SMALL STREAMS.

Rivers are the natural highways of commerce and of intercourse between men. Locomotion and communication are so essential to our existence and happiness that all the facilities which nature affords have ever been the subject of legislative and judicial protection; and private claims, to exclusive privileges in them, must always yield, when their enjoyment by individuals would be incompatible with the public convenience.

We have before us the case of *the Barclay Railroad Company vs. Ingham*, recently decided by the Supreme Court of Pennsylvania, in which the laws of that State in reference to the navigation of streams running through its territory and the relative rights of the public and riparian owners is considered. The court also maintains the liability of railroad companies to the owners of the land bordering upon small streams, for injuries caused to their rights in such streams by the construction of their railroads.

On the 4th of September, 1829, the plaintiff together with one John Black, became the owner of 95 acres of land on the Tonawanda creek. Within three or four years of their purchase, they constructed a dam across it, from two to four feet in height for the purpose of creating a water power; from this dam the water was taken into a race fifteen or twenty rods long, to operate machinery in a small woollen factory, which they erected about the same time. From this mill there was a tail race, which discharged the water again into the creek, a few rods below.

On the 26th March, 1813, an act of Assembly was passed declaring the Tonawanda creek a public highway, from its mouth to Spaulding's Mills. These mills were above the point where the plaintiff's mills were subsequently erected. This act was subject to the restrictions and provisions of the act of 23d March, 1803, as to the right of owners to erect dams across the creek.

In July, 1850, there was an extraordinary flood which cut a new channel for the creek, running straight from the dam past the mill; and after this flood it ran in both the old and the new channel.

In 1855, the defendants caused their road to be graded from the bituminous coal lands in Franklin, to the Susquehanna river at Towanda; and in 1856, rails were laid, and the road had since then been in operation.

The plaintiff alleged that the making of the embankment caused the water to flow down in the channel cut in 1850, and to flow back upon the tail-race, and materially affect the action of his mill. The witnesses estimated his damages, variously, at from $3,000 to $8,000.

The defendants' counsel requested the court to charge "that the defendants had a legal right to erect the embankment, in the construction of their road, on the plaintiff's land; and were not liable for damages to the plaintiff's water power if the jury believed it was situated on the part of Towanda creek which had been declared a public highway." The court declined so to charge, and the court upon appeal sustained this ruling. The following is the opinion of the court upon this point.

Woodward, J.—That the defendants had a legal right to erect the embankment in the construction of their railroad on the plaintiff's land, was a truism, under the law of their incorporation, which the learned judge did not mean to deny; but the other proposition, that the company were not liable for damages done to the plaintiff's water power, if it was situated on the part of the Towanda creek which had been declared a public highway, was the pith of the first point, and this was negatived, as it should have been.

In respect to the great rivers of the State—such as are navigable by nature, and therefore public highways by the common law—it has been repeatedly declared, that the mill-dam act of 23d March, 1803, is but a license to the riparian owner, subject to be revoked whenever the public interests require it. In all these cases, the right claimed by the riparian owner was a permissive right to use rivers, the soil of which had never been granted either by William Penn, his successors, or the commonwealth. The rivers and the beds of the rivers, belonged to the commonwealth, and constituted part of the eminent domain. Private surveys bounding on them were stopped at low-water mark. When the commonwealth by its legislature, authorized riparian owners along such streams to erect dams for their own convenience and profit, it was a sort of public license, like the fisheries and ferries, which, by numerous acts of Assembly, were granted in all our public rivers. And being a mere license to trespass on the public domain without any consideration received therefor, it had none of the indefeasibility of a contract, and might be revoked at the will of the sovereign, or be granted to another.

But in respect to the creeks and smaller streams, everywhere found in Pennsylvania, the practice of the land office whether under the proprietaries, or the commonwealth, has been to include them in warrants and surveys, as part of the public lands. Streams thus falling within the lines of a survey were thus covered by it, and belonged to the owner of the tract, who might afterwards convey the body of the stream to one person, and the adjoining land to another, when any of this class of streams formed the boundary of such tract. The grantee acquired title *ad filum aquæ*. There is but one difference between a stream running through a man's land, and one which runs by the side of it; in the former case he owns the whole, and in the latter but half. It is customary to speak of these streams as not navigable, in contra-distinction to those larger rivers not granted by the commonwealth, and which are called navigable. In England, those streams only are called navigable in which the tides ebb and flow; but, with us, all our public rivers, whether fresh or salt, are navigable; and hence, a very erroneous idea has sprung, that such rivers only are public highways, and that, in the lesser streams, granted by the commonwealth to purchasers, the public have no rights until they are declared by law to be highways. This is a misconception, produced, no doubt, by the very indefinite term navigable—a word which may mean an ascending as well as descending navigation, by boats of considerable burden—or merely a descending navigation, by arks and rafts in seasons of freshets. Our ideas of public and private rights in streams of water, ought not to be dependent on so vague and indeterminate a word.

If we go back to Magna Charta we shall find it written in the 23rd cap. "*Omnes scidelli deponantur*," etc.—a clause which has been translated, "All weirs from henceforth shall be utterly put down, by Thames and Medway, and through all England, but only by the seacoasts." This I understand to have been a formal declaration and vindication of the right of all up stream people to have an unobstructed channel, in streams capable of being used for transportation, not only for purposes of trade and commerce, but also for the ascent of fish, which sometimes were indispensable for subsistence. Accordingly it is laid down by Lord Hale. "All rivers above the flow of tide-water, are, by common law, *prima facie* private; but when they are naturally of sufficient depth for valuable floatage, the public have an easement therein for the purposes of transportation and commercial intercourse; and, in fact, they are public highways by water."

This, I apprehend, is an exact definition of our creeks and smaller rivers, such as have been granted by warrant and survey. They are private property, but if of sufficient capacity at any stages of water, to be used for transportation of lumber, or other goods, they are held subject to that public easement which our English ancestry guarded with great jealousy, as numerous old statutes subsequently to Magna Charta abundantly attest. When, therefore, our Legislature declared such streams to be public highways, the act is merely declaratory of the common law, but beneficial nevertheless, as bringing the stream within the protection of the remedial provisions of the Mill-dam act of 1803. This latter act is by its terms, applicable to "any navigable stream of water declared by law a public highway;" and is itself declaratory of the common law, in the clause which forbids him who erects or maintains a dam "to obstruct or impede the navigation of such stream, or prevent the fish from passing up that stream."

Now to apply these rules and principles to the case in hand: Ingham was the owner of land under a patent issued 3rd November, 1786, and which was bounded by Towanda creek. He was thus the absolute owner of one half of the stream—of the bed of it, and of all the water power it contained, subject only to the public's right of passage for such craft as was suitable to the capacity of the stream, and to an unobstructed passage of fish. In 1813, the Legislature declared this part of Towanda Creek "a public highway for the passing of rafts, boats or other vessels." This did not abridge Ingham's right of property. The Legislature could not take away, without compensation, property fairly vested in him. He was as truly the proprietor of the premises after the act as before. The water power was property and it was *his* property. He might improve it by damming his half of the stream, or, with the consent of his opposite neighbor, the whole of it; and of the water power so improved, he could no more be despoiled, without compensation made to him in the forms of the constitution, than he could be deprived of the solid acres granted to him by the commonwealth. His dam must not obstruct the navigation of fish, because he took title from the commonwealth, subject to that servitude or public right—one of the ancient English "liberties" which Magna Charta rescued from oblivion—which numerous old statutes in the times of Henry IV. and the Edwards, defined and defended—which the emigrants brought over with them, and which Penn expressly recognized in the 22d section of his first frame of government, adopted in 1683—and which became in this manner an indefeasible condition of Pennsylvania tenures. The mill-dam act of 1803 was a fuller provision for the regulation of this public right, and supplied a statutory remedy for its infringement, but was not a *license* to Ingham to build on his own land. When he improved his water power, he did it not as tenant at will under a revocable license, but on the same footing of that dominion which an owner exercises over soil that he holds in fee simple from his sovereign. * * * * * * *

For these reasons, we think, the main proposition in the defendant's first point, was correctly denied. The case was sent back for a second trial upon another point.

Hoboken and Hudson City Railroad.

This road extends from the Ferry at Hoboken to the Five Corners at Hudson City, a distance of 1.79 miles. It is a single track road with four sidings one of which has a length of 300 feet. The road and equiment cost $32,000. It is worked by five cars and 32 horses—the latter belonging to the contractor who horses the road. The line was brought into operation a few weeks ago.

There are a number of other railroads diverging from this flourishing city, which, with this road, will be of great advantage to persons living along the lines, and also to the summer visitors who contribute so much to the prosperity of the place. Among these we may name the Hoboken and West Hoboken, the Jersey City and Hoboken, and the Hoboken and Weehawken, of which we are desirous of obtaining accounts so that we may introduce them to the notice of our readers.

With such provision for easy locomotion, this beautiful suburb of the Metropolis will now become more inviting than ever, though that can hardly be.

The enterprise of Hoboken, however, does not end here. Its aspiration to become one of the river termini of the southern route of railroads is about to be realized, and when the Land Company's line to Newark is completed, there can be little doubt but that the monopoly roads terminating at Jersey City, and South Amboy will experience a loss of many units per cent. in the amounts of their annual dividends.

Excavating Machine for Canal Works.

The new excavator, now at work in the Claiborne draining canal, is the machine known as the Osgood patent. It is on board of a solid boat, 80 feet long and 30 feet wide. The engine is of fifty horse-power and drives a large dirt digger which brings up 2½ cubic feet of earth per minute, and throws it on the side of the canal next the swamp, thus digging a canal and building a levee at the same time.

L. H. Place, the energetic President of the Board of Drainage Commissioners, hopes that, thanks to the powerful and ingenious machine, the Claiborne canal, which, according to contract, is to be completed in one year, can be finished much sooner. This canal will be forty-four feet wide and seven feet deep.—*N. O. Picayune.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,860	—	....
28 Feb. '58	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	618,965	30.3	.....	55,791	34,852	—	....
31 May '60	109.6	—	....	57.6	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,620	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
31 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,646	79,664	—	116,310	.....	.....	.....	.....	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	882,129	114,894	3,451,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	....	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '55	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	....	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '58	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '58	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	984,000	16,463	3,932,432	72.4	.....	544,772	302,579	10	140
31 Dec. '60	74.0	—	....	....	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,035	—	....
31 Dec. '58	67.0	—	2.3	—	7	11	182	Naugatuck	1,370,955	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,506	3	....
31 Dec. '59	61.0	—	3.0	—	—	—	—	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,827	20,627	—	....
31 Dec. '58	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '58	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,000	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '58	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
... ... '59	154.2	—	....	....	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,536	19.3	.....	10,256	1,504	—	....
... ... '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	56.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,148	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	90
31 July '58	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '58	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,543	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	56
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
(Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	36½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,024,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	57
... ... '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	57
... ...	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
... ...	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
... ...	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	....
... ...	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
... ... '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
... ...	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	206.3	.....	823,767	.....	—	....
								INDIANA.													
... ...	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
... ...	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,156,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,706	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
... ... '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
... ... '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
... ... '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
... ...	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun, '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun, '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
... ... '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,9	00.	.....	20.0	.....	.....	.....	—	....
... ... '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	135.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,209	9,455,250	269.0	613,803	716,478	371,122	—	....
... ... '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
... ...	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
... ...	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,835,320	80.0	153,204	481,922	228,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,290	2,817,000	188,635	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135 3	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,891	?	—	1,283,015	248,969	108,434	1,710,919	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,010	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Konnebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	645,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	123,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	105
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525.954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,691,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	—	719,234	367,083	2	57
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,343	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,203	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	418,017	642,406	316,155	6	106½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	69,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	44½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	18½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	684,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	—	—	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,976	—	.....
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	733,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,716	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	358,101	187,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	162,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	80	21	—	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	105
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	8,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,960	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93.894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,047	26,858	13,429	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '59	68.8	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	252,741	14,000	28,716	295,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	36½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,282	—	97.5	—	343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	217	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	71
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,527,406	—	19
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,684	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Beliefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	61,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	35
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	91
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,268	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	23
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	6	51
31 Mar. '60	144.0	—	.....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	.....	—	—	—	—	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,094	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,617	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	81
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	874,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	—	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	851,957	312,441	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	228	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	60,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,698	6	76
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,906,350	1,500,000	—	—	45.7	183,500	679,908	242,039	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & R.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	596,857	503,660	6	52½
30 Nov. '60	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,529	2,961,267	208,713	6,346,500	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,269	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,512	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,233	24.0	—	286,657	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,610	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	3,312,546	858,597	—	31½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	.....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,236,597	471,712	6½	38

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	63	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,850,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,067	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.6	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	....	....
								SOUTH CAROLINA.													....
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Pine Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.6	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,668	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.0	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,085	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859	.....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,902	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196.568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
— — '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64.619	—	....
31 Aug. '60	119.6	—	13.0	—	26	18	000	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	479,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	....	....	....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	85
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	....	....	....	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,181	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	690,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,222,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,546	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,627	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1.981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282 328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,758	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.0	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
— — '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,767	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	11
— — '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	346,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
— — '59	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108.0	193,683	116,225	41,935	—	....
31 Dec. '60	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	.....	.....	—	....
								NOVA SCOTIA.													
— — '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
31 Dec. '60	48.7	—	....	—	....	....	....	Panama	8,000,000	*	708,000	4,076,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	12	100

New York Stock Exchange.

Sale Prices for the week ending May 1, 1861.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
Federal Stocks:—						
U. S. 5s, 1874	76	....	....	76	75½	76
U. S. 6s, 1881	86	87	87½	88	....	88
State Stocks:—						
California 7s	74	....	....	73½	....	73
Georgia 6s	....	....	....	....	....	....
Illinois 6s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	....	70	70	67	....	
Louisiana 6s	....	....	....	....	....	45
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	40	38	39½	41	40	40
New York 5s, 1870	90	....	....	....	90	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	58	60	....	55	....	60
Ohio 6s, 1886	....	....	....	....	....	....
Tennessee 6s, 1890	....	42	....	50	50	46
Virginia 6s	42	42	44	48	40	43
Railroad Shares:—						
Chicago, Burl. and Q.	58	56	....	58½	58	56
Chicago and Rock Isl.	37	35	37	38	37	36¾
Chicago and N.West.	....	....	....	....	....	....
Clev., Painesv.& Ashl.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
Clev. and Toledo	24	23	24	24	23½	23
Del., Lack. and West.	....	....	....	....	....	76
Galena and Chicago	57½	56	58	58	57	57
Hudson River	36	36	36	36	36½	36½
Illinois Central (scrip)	59	56	59	59	59	57
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	42	42	44½	45	44½	44½
M. S. and N. I. guar'd,	29	27¾	29	29	28	28
M. S. and N. I.	13¾	13	13	13¾	13½	13½
Milwaukee and Miss.	....	9½	....	....	9	....
New Jersey Central	....	....	....	....	....	105
New York Central	73	72	73	73	72	71
New York and Erie	20	20	21	21	12	19
N. York and Harlem	12	12	12½	12½	12½	12
N. Y. and H. "pref."	29	29½	31	32	30½	30
Panama	100	99½	100	102	102	101
Phila. and Reading	32½	31	32½	32½	31½	31½
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	75	....	75	....
Cl. & Tol. S.F. 7 p.c. '85	....	....	....	75½	....	75
D.L.&W.1M.8p.c.'71-5	96	....	....	....	....	95
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	98	....	....	....	....	....
" 2M.8p.c.'75	97	....	....	97	....	....
Hann. & St.J. 1 M. 8s	....	....	....	30	35	....
Hudson R. 1M.7p.c.'69	....	105	....	106	....	106
" 2M.7p.c.'60	....	....	....	....	....	....
" 3M.7p.c.'75	....	85	....	....	....	....
Illinois Centr.7 p.c.'75	88	89½	90	89	88	89
" " 6p.c.'75	88	89½	90	89	88	89
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich.Cen.S.F.8p.c.'82	....	....	....	....	....	96
" conv.8p.c.'69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	76	....	75	....	....	....
M.S.& N.I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	....	....	....	....	....	....
" 1 M. 7 p.c.'64	....	....	....	....	....	....
N.Y.&E. 1 M. 7 p.c.'67	....	....	....	....	....	....
" 2 M. 7 p.c.'64	....	97	98	100	103	....
" 3 M. 7 p.c.'83	....	....	80	....	....	....
" 4 M. 7 p.c.'80	....	....	82	86	....	....
" 5 M. 7 p.c.'83	....	....	....	....	....	....
" conv.7p.c.'62	....	55	....	52	....	....
" " 7p.c.'71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	100	99½	100	....	....	....
" 2 M. 7p.c.'64	....	77	....	....	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
Penn. 1M.7p.c.conv.'88	....	....	....	....	....	....
" 2 M. 6 p.c.st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c.'60	....	....	....	....	....	....
" " 6 p.c.'70	....	....	....	....	....	....
T. H. and A. 1M. 8s '72	....	....	....	....	....	....
" " 2M. 8s '70	....	....	....	....	....	....
Bank and Insurance Stock:—						
Am. Exchange Bank	....	....	....	....	....	....
America, Bank of	....	....	....	....	....	....
Commerce, Bank of	....	84	83	82	....	....
Merchants' Exch. B'k	....	85	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	....	....	....	....
Mining Stock:—						
Pittsburg	....	....	....	....	....	40
Rockland	....	....	....	....	....	12
Minnesota	....	....	....	....	....	60
Isle Royale	....	....	....	....	....	6
Miscellaneous:—						
Del. and Hud. C. Co.	....	82	....	82½	82	80
Cumberland Coal Co.	....	....	....	....	....	....
Penn'a Coal Co.	....	....	....	72	72	....
Pacific Mail S. S. Co.	62	63	70	68	63	65½
Canton	....	8	8	9	8¾	9
Brooklyn Water W's.	95	95	95	....	6	....

The following are the closing prices in the London Market on the 23rd April:

United States 5 p. c. red. '74	81	to	85
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	89	to	90
Do. do. Fr.L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	71	to	73
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	85	to	87
Do. do. 1st mortgage (sinking fund), 1883	87	to	89
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	68	to	70
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	87	to	89
Do. 7 per cent. 1864	91	to	93
Do. 7 per cent. (sinking f.) 1876.	92	to	94
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	83	to	85
Do. Bonds, 1862, '71, '75 do.	57	to	60
Do. Shares, assented	27¼	to	28¼
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	89	to	90
Do. 2d mort. 6 per cent. sterling.	89	to	91
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	22	to	26

American Railroad Journal.

Saturday, May 4, 1861.

Erie Railway Company.

This company was organized on the 30th ult., by the election of Nathaniel Marsh as President, Samuel Marsh as Vice President, H. N. Otis as Secretary, and Tallman J. Waters as Treasurer, and the Directors of the late New York and Erie Company as Directors. Mr. Wright, of Binghamton, and Mr. Diven, of Elmira, being substituted for Mr. Cobb and Mr. Gelpcke; the capital in common shares to consist of so much of the present $11,550,000 as may be assented to the contract of reorganization before the 29th of July next, and the capital in preferred shares, so much of unsecured and judgment debt as shall be assented by the same time, together with the averages of interest thereon, the whole estimated at about $8,000,000, or the equivalent of about 80,000 preferred shares. Under the terms of the contract for reorganization, with Messrs. Gregory and Davis, Trustees, and the acts of the Legislature of New York, authority is given to assess the shareholders, both common and preferred, to meet the bid at the sale, which was for the entire arrearages of mortgage interest. This power has been exercised by ordering an assessment of 2½ per cent. on the par value of the new shares, both common and preferred, payable on the exchange of the bonds on certificates. Interest will be allowed on these assessments from the date of their payment, and will be charged on them after the 1st day of September next.

Fitchburg and Worcester Railroad.

The directors of this road for the current year are: Ivers Phillips, Wm. D. Cheever, Nath'l Wood, Hiram A. Blood, James H. Carter, Joseph Haskell, Wm. D. Peck, and Samuel Houghton. Ivers Phillips, Esq., was chosen President, and H. F. Coggshall, Clerk and Treasurer.

Delaware and Raritan Canal and Camden and Amboy Railroad and Transportion Cos.

The receipts of the Delaware and Raritan Canal Co., for the year ending December 31, 1860, were $546,650 59
And the expenses were 165,292 63

Leaving net $381,357 96

The receipts of the Camden and Amboy Railroad Co., for the year ending December 31, 1860, were $1,997,064 16
And the expenses were 1,263,114 36

Leaving net $733,949 80

The capital stock paid in of the Delaware and Raritan Canal Co., is $1,500,000 00
To which has been added by authority of the Legislature 798,400 00

$2,298,400 00

The capital stock paid in of the Camden and Amboy Railroad Co., is $1,500,000 00

The funded debts of the above companies are as follows:

A loan at 6 per cent. interest	$800,000
" " " "	367,000
" " " "	800,000
" " " "	1,700,000
	$3,667,000
A loan at 5 per cent. interest	£210,000
" " " "	225,000
	£435,000

Also a loan of $2,500,000 authorized by the stockholders for straightening and doubling the track of branch railroad, and for subscription and advances to associated companies. Of this loan only $817,000 has been issued.

In addition to the above, there has been issued a loan for £185,000 sterling for the track of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds at $4 80 per pound sterling, bearing an interest of 5 per cent. per annum.

Also a loan of $1,175,000 bearing an interest of 6 per cent. per annum for subscription to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad Companies.

Also, a premium loan of £48,333 6s. 8d., for the extension to the year 1880 of the sterling loans of £210,000 and £225,000. For the redemption of which loans before the expiration of the year 1880, a sinking fund has been provided.

And the companies are under obligations to pay certain small annuities to persons who have been injured on the railroad.

Dividends have been paid in cash during the year 1860, of 12 per cent. on the capital stock of the joint companies.

There has been invested during the past year, on account of a sinking fund the sum of $112,367 19.

New Orleans, Jackson and Great Northern Railroad.

The following gentlemen have been elected directors of this road for the ensuing year:

Louisiana—H. J. Ranney, C. Fellowes, M. O. H. Norton, P. N. Wood, E. Salomon, Jno. G. Gaines, A. M. Holbrook, Jno. Fox, Hy. Florance, J. J. Warren, H. W. Schwartz, Rich'd Esterbrook.

Mississippi—W. McWillie, C. C. Shackleford, James Drane, Wirt Adams, James McAdorey, L. E. Houston,

Warren Railroad.

This road is 21 miles in length, extending from Bridgeville to Clarkesville Junction on the Central Railroad of New Jersey. It is leased by and forms part of the line of the Delaware, Lackawanna and Western Railroad—the trains of the latter company running over it between Delaware and Clarkesville 18.7 miles. The Warren Railroad Company was chartered February 12, 1851. Construction was commenced in 1855, and the road opened in June, 1856. On the 27th January, 1854, an agreement was made, whereby the Delaware, Lackawanna and Western Railroad Company agreed to subscribe $150,000 to its share capital, and guaranty $300,000 of its bonds; and the Central Railroad Company to subscribe a like amount of stock, and guaranty $250,000 of its bonds. These sums, with the stock taken by contractors and others, constituted the means of building the road. The former company also agreed to take a perpetual lease of it, paying therefor 7 per cent. annually on its cost. From the report of the Company made to the Legislature of New Jersey for the year ending December, 1860, we obtain the following:

Capital stock issued and actually paid in	$1,140,000 00	
First mortgage 7 per cent. bonds, due 1875, sold	600,000 00	
Other indebtedness	712 92	
		$1,740,712 92

—which constitutes the cost of the road, including lands for right of way, depot buildings, temporary track, and expenditures on the Van Ness Gap tunnel up to that date.

The earnings of the road during the year were:

From freight on coal	$167,832 56	
" " merchandise	50,209 82	
" passenger fares	14,627 15	
" mail, express, etc.	2,883 24	
		$235,552 77
Operating expenses and repairs	123,111 65	
Net earnings		$112,441 12
Interest on first mort. bonds	$42,000	
Interest div. of 3 per cent. on $1,045,000, April 15th	31,350	
Do. 3½ per cent. on $1,104,000, Oct. 15th	38,640	
	111,990 00	
Balance applicable to debts		$451 12

The high grade to pass over the temporary line while the tunnel is constructing, increases the expense of operating the road. The tunnel, when completed, will shorten the road about three miles, and reduce the grade to 21 feet to the mile going east, uniform with the other parts of the road and the Central of New Jersey. The tunnel will be about 3,000 feet long. The rock is very hard. The expenditures the past year upon this work has been about $115,400. Estimates to contractors have been paid monthly in cash. Hopes are entertained that it can be completed by April, 1862.

Cairo and Fulton Railroad.

At an election for directors of this company on the 11th ult., the following gentlemen were chosen: A. M. Bedford, Geo. Whitcomb, S. C. Kitchen, H. H. Bedford, and Daniel B. Miller. The officers, subsequently elected, are: President, S. C. Kitchen; Vice-President, Geo. Whitcomb; Treasurer, G. L. Poplin; Superintendent, A. M. Bedford.

Financial Condition of Virginia.

On the first day of January, 1852, the public (bonded) debt of Virginia was $10,709,995.

The increase of that debt went on at the following rate:

In 1852	$2,962,687
In 1853	4,571,416
In 1854	4,121,884
In 1855	1,504,203
In 1856	2,653,570
In 1857	583,060
In 1858	1,866,800
In 1859	1,226,500
Total, January 1st, 1860	$29,196,657

Early in the year 1860, this vast debt of registered bonds had run up, as appears by a report made in March, 1860, to the total of $31,679,659.

At the same time, the Commonwealth was liable as guarantor on bonds of city corporations and internal improvement companies, on which *default had been made*, to the amount of $2,760,000. And the Commonwealth also owed to the Literary Fund of the State $1,279,669, the interest of which is obliged to be regularly paid.

This rendered the Funded Debt of the State as follows, say in March, 1860:

Coupon Bonds	$31,678,659
Guarantied Bonds	2,760,000
Due Literary Fund	1,279,669
Total	$35,718,328

The annual interest on the debt is $2,422,934.

There are contingent liabilities, as follows:

Guarantied bonds of the—	
City of Petersburg	$323,500
Central Railroad	100,000
Richmond and Danville Railroad	200,000
City of Wheeling	500,000
City and County of Alexandria	15,000
	$1,138,500

Since the above summing up of the bonded debt, the following subscriptions and appropriations have been made, by which the liabilities of the State are actually increased:

Subscriptions to railroads	$3,133,357
Do. Internal Improvement Companies	4,851,000
Appropriations to pay expenses of John Brown raid	260,000
Appropriation to arm the State	500,000
Appropriation at extra session to arm the State	1,000,000
To which may be added expenses of recent extra session of the Legislature and the present State Convention	150,000
Total	$9,894,357

This complete schedule enables us to sum up the grand total of the liabilities of the State of Virginia, at the present time, in the following reliable figures:

Funded debt	$35,718,328
Contingent (guarantied)	1,138,500
Subscriptions to railroads	3,133,357
Subscriptions to Internal Improvement Companies	4,851,000
Appropriations—	
John Brown raid	260,000
To arm the State—total	1,500,000
Expenses of Legislature and Convention	150,000
Total	$46,752,185

Virginia has appropriated to railroads the sum of $18,000,000. Her annual income from her interest in these roads is $156,000. She has appropriated to canals the large amount of $15,000,000, and receives no dividend or interest from her canal stock.

She has invested in turn-pikes, plank roads and bridges, $4,617,092. The amount received annually from this source is $3,098 on the whole amount invested.

Delaware Division Canal.

From the report of the board of managers we learn that the total tonnage of the canal for the year 1860 was 808,662 tons, and for 1859, 770,065—showing an increase during 1860 of 38,597 tons. The coal tonnage for the year was 639,323 tons—being an increase in that item alone of 32,817 tons over 1859. During the year, 45,359 tons of pig iron arrived at Bristol, of which 40,493 tons entered the canal at Easton, showing an increase in that article of 5,368 tons over the previous year. The two items of coal and pig iron constitute the principal trade on the canal; and as they are both leading artcles in manufacture and commerce, and as the sources from whence the supply comes, possess at least equal, if not greater advantages, for production and transportation to market, than any other region in the State, there are reasonable grounds to expect an increase from year to year in the tonnage of both.

The receipts during the year from tolls, rents and interest were $240,864 07

And the expenses properly chargeable to maintenance	58,618 02	
Leaving as net earnings		$182,246 05
To which add balance from previous year	64,172 28	
In hands of disbursing agents	227 97	
Total balance		$246,646 30
Against which has been charged:		
Interest on bonds	$18,000 00	
Dividends paid	114,334 50	
Expended on construction enlarging the canal	11,315 35	
Land damages	2,665 51	
Real estate	300 00	
	176,615 36	
Available balance		$70,030 94

The managers congratulate the stockholders upon the completion of the enlargement of the canal. The expenditures for this purpose have all been paid out of the receipts of the company. The charges to construction on this account, including land damages and real estate, have been $56,196 15, equal to nearly 3½ per cent. on the capital stock of the company, and now stands to the credit of the stockholders, in the increased value of their property, which, at some future time, it may be policy to represent in capital stock by a stock dividend to equal the amount so expended.

The interruptions to the navigation during the season, caused by breaks in the canal banks, were equal to about 18 days, and the loss of revenue equal to as many thousand dollars, besides the expense incurred for repairs, amounting to $5,631 04. There was also expended for renewing 19 bridges, head-walls and guard locks at Easton, etc., $8,296 93, all of which has been charged to ordinary repairs. It is believed that the company will not be subjected to so heavy an expenditure for repairs in any one year hereafter. The report says:

The Canal at this time is in good condition. The expenses of repairs during the present winter

are very trifling, compared with what they were at this time last year; and if we meet with no disasters, our expenses for maintaining the Canal for the year 1861, will, from present appearances, be at least $20,000 less than they were in 1860. No further expenditure will be required for the enlargement; and the amount required for the renewal of bridges and other superstructures, will be much less than that of the past year.

The winter repairs are so far advanced at this time, that there is no difficulty in the way of opening the navigation as early in the season as the weather will permit.

In order to meet the demand for boats, and with a view of increasing the tonnage, the Board of Managers authorized the President to enter into an arrangement with the Lehigh Coal and Navigation Company and the Delaware and Raritan Canal Company, for each party to procure a supply of boats in exact proportion to the tolls received by each, to be placed upon the Canal during the early part of next season. In accordance with this authority, a contract has been entered into between the parties, which places it in the power of every operator to secure a supply of boats subject to his own control, (so far as relates to the trade destined to New York waters,) by an advance on their part of only $200 on each boat. It was supposed that the object of having control of a certain number of boats should be a sufficient inducement to warrant every one engaged in the transportation of coal to make such advance. This arrangement will subject the Company to an investment of over $20,000 in boats during the present year; but as they will be managed and used by the operators and builders, who will gradually return the principal, and pay interest on the capital invested, it is believed to be policy on the part of the Company to encourage in this way the production of boats, which must result in increasing the tonnage and revenues of the Canal.

All the expenses of the Canal are paid monthly in cash; and it is a source of satisfaction to the managers to be able to state to the stockholders, that the company is entirely free from floating debt.

BALANCE SHEET.

Stock	$1,633,350 00
Bonds	800,000 00
Profit and loss	119,381 64
	$2,552,731 64
Canal	$2,433,350 00
Construction	46,084 86
Real estate	3,265 84
Cash	7,256 33
Call loans	42,974 61
Contingent fund	19,800 00
	$2,552,731 64

The officers chosen February 5, 1861, are as follows:

President—J. B. Moorehead.

Managers—Ephraim Marsh, Samuel Hepburn, J. G. Fell, Wm. W. Longstreth, A. S. Roberts, J. V. Williamson, Jay Cooke, C. H. Fisher.

Secretary and Treasurer—J. W. Woolston.

Burlington and Mount Holly Railroad.

The receipts of this road for the year ending December 31, 1860, were:

From passengers	$14,929 09
" freight	6,605 21
" rents and mail	538 33
	$22,072 63
And the disbursements	13,741 94
	$8,330 69
Dividends 5 per cent.	5,500 00
Balance	$2,830 69
The capital stock actually paid in is	$100,000 00
Borrowed on mortgage bonds	20,000 00
	$120,000 00

Great Western Railway of Canada.

We give below a portion of the report of the directors of this company for the half-year ending January 31, 1861. It is dated London, March 27, 1861, and signed, on behalf of the board of directors in England, by Robert Gill, President of the company, and chairman of the English board:

The receipts on capital account during the last half-year have been 17,835*l.* for arrears of calls on shares, &c. Bonds to the amount of 27,700*l*, matured on 15th October, 1860, and having been paid off, the bond capital has been reduced to that extent. The total receipts on capital account to 31st January, 1860, were 5,194,156*l.* The expenditure on capital account during the half-year has amounted to 11,108*l.*

There has also been written back to capital account the sum of 36,986*l.*, which was deducted from that account in the half-year ending 31st July, 1857, being the amount of the par value of the securities received on the sale of the company's steamers on Lake Ontario, as reported to and approved by the shareholders in the report for the half-year ending 31st January 1857. The amount since that date has been standing as a credit item in the balance sheet; but as the foreclosure of this company's mortgages on the Detroit and Milwaukee has altered the position and amount of those shares, it is now written back to the debt of capital. This brings the total expenditure on capital account to 31st January, 1861, to the sum of 4,976,048*l.*

The revenue account shows the following results:—

Total receipts from all sources		£252,824
Deduct working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge		121,407
Balance of net revenue		£131,417
From which have to be deducted the following:—		
Interest on Government loan	£17,498	
" company's bonds	36,078	
Renewals of rails, sleepers, bridges, fencing, &c	25,698	79,275
Leaving the balance from the half-year's working		£52,142
Out of which the directors recommend the payment of a dividend at the rate of 3 per cent. per annum, which will absorb		49,949
Surplus		£2,193
Add surplus from last half-year	£29,684	
Deduct items standing as suspense accounts, viz:—		
Balance of bad debts	£4,746	
Desjardins bonds, &c	4,167	
Interest credited on Detroit and Milwaukee	4,315	
Galt and Guelph interest	782	
Ditto working	2,076	16,086 13,598
Balance carried over		£15,791

The working of the last half year, irrespective of the former surplus, has thus yielded the sum of 2,193*l.* more than the amount required to pay the dividend now recommended. The average dividend paid by this company during the last seven years has been at the rate of 4¾ per cent. per annum.

The comparison of gross traffic and working expenses during the last half-year and the corresponding period will be seen by the following table:—

Jan. 31.	Passen. & mails.	Goods & live stock.	Rents.	Total.	Expenses. &c.
1861.	£123,251	128,619	958	252,824	121,407
1860.	120,539	86,247	718	207,503	116,171
Incre'e.	£2,712	42,372	235	45,231	5,236

It will be observed that whilst the traffic has increased 45,321*l.*, the extra expenses have only amounted to 5,236*l.*, which is the more satisfactory, as nearly the whole increase has been in goods traffic.

The passenger traffic has, in common with all other east and west railways in America, remained much depressed throughout the half-year, but it is hoped that the bountiful harvest of 1860, which has already produced such satisfactory results in the goods traffic, will this year produce a corresponding improvement in passenger business.

The stocks of stores, fuel, and rails on 31st January, 1861, have been reduced by the sum of 39,789*l.*, as compared with the amounts at which they stood on 31st January, 1860.

In the accounts for the previous half-year there was included the sum of 3,278*l.*, due from the Grand Trunk, as admitted by them. Up to 31st December, 1860, a further sum has accrued, amounting to 5,626*l.*, also admitted by the Grand Trunk as due from them under the agreement between the two companies, making the total amount unpaid 8,905*l.* But the Grand Trunk having refused to pay these sums, and having declined to adhere to the terms of the agreement, the directors have therefore for the present not brought the sum of 5,626*l.* to the credit of revenue.

The renewal of rails, sleepers, bridges, &c., during the last six months, has amounted to 25,698*l.*

Referring to the report last half-year of Mr. Reid, the engineer, estimating the total cost of renewals during five years at 364,212*l.*, Mr. Reid has since admitted that, without diminishing the quantity of work, he may, by various economies, reduce the estimate he then published by a sum of 65,000*l.* This will make the gross charge during the next five years average 60,000*l.* per annum. During the last half-year the cost of renewals has been at the rate of nearly 52,000*l.* a year, so that the future charge at that reduced estimate will not much exceed its present rate. But the directors are not without hopes that the expenditure thus contemplated may be even further reduced.

In the last report it was stated that the mortgages held by this company for its loans of 250,000*l.* to the Detroit and Milwaukee had been foreclosed, and that Mr. Brydges had been requested to proceed to England for the purpose of explaining personally to the board the steps which had been taken in relation to that company, and since his arrival the whole matter had been thoroughly considered; and on the 9th January last the board issued a circular stating the result at which they had arrived. They came to the unanimous opinion that in order to avoid long and harassing lawsuits, involving great expense and delay, it was desirable, if possible, to make amicable terms for the re-organization of the Detroit and Milwaukee. The point insisted upon by the board was the continuance of this company's loan in its position as respects priority of charge on that company: this will be accomplished by the creation of preference shares to the amount of 250,000*l.*, bearing interest at the rate of 7 per cent. per annum out of the net earnings, to be secured by a mortgage ranking next after the original first and second mortgage bonds.

To provide for the payment of certain other debts of the Detroit and Milwaukee, a fourth mortgage will be executed, to rank after the mortgage to this company; both these mortgages to carry interest at the rate of 7 per cent. per annum out of the net earnings of the line. The peculiar circumstances attending these debts have induced the directors to recommend that until December 31, 1864, the interest on this fourth mortgage should be paid, equally with the interest on the mortgage to this company, *pro rata* out of the net earnings of the line, and after paying interest on the two prior mortgages. From and after that date, interest on the different classes of securities will be paid in the order of their legal priorities.

As a necessary preliminary the consent of the first and second mortgage bondholders had to be asked to the funding of their coupons up to 15th May, 1862, to permit of the payment of certain

debts ordered by the court, when the decree of foreclosure was passed, to be paid in cash. This concurrence has been given by nearly the whole of the bondholders in this country.

The traffic receipts from business to and from the Detroit and Milwaukee amounted during the last half-year to $115,223. The gross traffic of the Detroit and Milwaukee itself for the half-years ending 31st December, 1860 and 1859, shows the following comparative results, viz:—

31st December, 1860	$414,038
31st December, 1859	331,618
Increase	$82,419

The committee of investigation, appointed on the 4th April, 1860, issued their report on 21st February, 1861, and the directors have now placed their reply in the hands of the shareholders. Your directors now repeat the recommendation which they made 18 months ago, before the appointment of the committee of investigation, viz:—that the shareholders appoint two of their number to act as auditors. Complete duplicates of all the books, accounts, vouchers, &c., are regularly forwarded from Canada, and thus the materials exist at the London office for instituting a complete audit of the accounts and transactions of the company.

Interest and Dividends.

The Pennsylvania Railroad Company have declared a semi-annual dividend of three per cent., clear of State tax, payable on and after the 15th May.

The interest coupons of the first mortgage bonds, and bonds of 1867, of the New York and Harlem Railroad Co., will be paid on and after May 1, at the Treasurer's office.

The coupons on the Huron (Ohio) County bonds due May 1 will be paid at the Mercantile Bank in this city.

The coupons of the city of San Francisco school bonds due May 1, will be paid at the office of William T. Coleman & Co., No. 88 Wall street.

The coupons of the Evansville and Crawfordville Railroad, due May 1, will be paid at the office of the Farmers' Loan and Trust Company of this city.

The coupons of the second mortgage bonds of the Central Railroad Company of New Jersey, which matured on the 1st inst., will be paid on presentation at the office of the company 69 Wall street.

A separation of the genuine from the spurious stock in the New York and New Haven Railroad Company, having been judicially made, and the injunction restraining the company from paying dividends removed, notice is given that the Transfer Books are now open, and a dividend of three dollars on a share will be paid to the stockholders on demand.

Composition of Merchant Iron and Steel.

Mr. Fremy, of the French Academy, has lately made a very important discovery in the course of a series of experiments conducted by him, for the purpose of ascertaining the composition of merchant iron and steel which he communicated to the academy, at a meeting in Paris on the 11th March. The discovery consists in the fact that, when iron is submitted first to a current of ammonia, and subsequently to a current of common coal gas, the surface is converted into steel, and that the longer the iron is submitted to the influence of nitrogen, the more complete is the subsequent conversion of the iron into steel. He concludes therefrom, and from other experiments, that without nitrogen steel cannot be produced, and that, properly speaking, steel is not a carburet, but a nitro-carburet of iron. Messrs. Boussingault, Dumas, and Chevreuil complimented Mr. Fremy on his discovery, which is of immense importance to the progress of metallurgic industry.

Morris and Essex Railroad.

From the annual report of this company for the year ending December 31, 1860, we learn that the income was:

From passengers	$157,761 66
" freight	97,964 60
" mails, etc.	7,769 22
	$263,495 48
Paid for repairs, maintenance of way, motive power, etc.	154,384 03
	$109,111 45
Paid interest on debt of Company	23,500 00
Balance	$75,611 45

Two dividends have been paid in cash during the year, amounting to $86,835; one being a dividend for seven months, in consequence of a change being made in the fiscal year, and the other a semi-annual one.

There have been transported over the road during the year 490,871 passengers, exclusive of commuters, and those who ride free. The number of miles run by passenger trains has been 114,543; by freight trains, 42,660; wood and gravel trains, 6,500.

Capital stock	$1,157,800 00
Funded debt	340,000 00
Contingent fund	270,440 84
	$1,768,240 84
Cost of road and appendages	$1,626,987 52
Capital stock of Newark and Bloomfield Railroad Company	55,000 00
Capital stock of Telegraph Co.	2,000 00
Wood on hand and paid for	4,500 00
Cash and cash items	79,753 22
	$1,768,240 84

Belvidere Delaware Railroad.

The receipts of this road for the year 1860 were:

From passengers	$75,178 49
" freights including coal	167,703 08
" mails, etc.	31,322 39
	$274,203 96
And the expenditures	162,841 34
Leaving net	$111,362 62

The capital stock of the company is $1,000,000, of which $997,862 24 has been paid in. The indebtedness of the company is as follows:

Funded debt	$2,081,000 00
Special loans not properly included in funded debt	80,774 03
Due other companies	23,105 31
	$2,184,879 34

The cost of the road and equipment, exclusive of cash and materials on hand is $3,128,257 18. No dividends have yet been declared. The Flemington railroad is worked by this company.

Macon and Warrenton Railroad.

We are informed that the question of route has finally been settled. The connection is to be inside the corporation as first contemplated. The grade work through town will be commenced in a few days. John H. Coit has charge of the bridge work, and is progressing finely with it. He will be ready to raise one of the creek bridges this week, and the next in a few days after. Mr. Orr's contract for grading is progressing as fast as the nature of the work will allow. We are told that all the contracts between Warrenton and Sparta are being pushed forward.—*Warrenton Clipper.*

Freehold and Jamesburg Railroad.

This road is in operation from Freehold to Jamesburg, N. J., a distance of 11½ miles. The receipts during 1860 were:

From passengers	$14,253 30
" freight	24,794 95
" U. S. Mail	858 00
	$39,906 25
The working expenses, including repairs, maintenance of way, motive power, etc. were	21,225 91
Leaving net earnings	$18,680 34
Interest received	121 81
	$18,802 15

The capital stock paid in is $230,844 80. The cost of road and equipment, $229,064 80.

A cash dividend of $9,212 has been paid; also a stock dividend of 33⅓ per cent.

The number of passengers carried during the year was 54,904. Tons of merchandise, 29,339. Miles run by trains, 23,974.

Northern (N. J.) Railroad.

At the recent annual election for directors of this company the following gentlemen were chosen: Thomas H. Herring, Thomas W. Demarest, C. D. Van Wageman, John W. Fendon, Thomas Cumming, R. S. Demarest, I. M. Dederer, J. J. Van Buskirk, John Van Brunt.

At a subsequent meeting of the board, Thomas H. Herring was chosen President; Cornelius D. Van Wagemen, Treasurer; and John Van Brunt, Secretary.

Thomas Demarest will probably be the new Superintendent of the road.

Camden and Atlantic Railroad.

The receipts of this road for 1860, were:

From passengers	$113,534 72
" freight	43,620 31
" other sources	2,887 84
	$160,042 87
And the expenses were	105,181 44
	$54,861 43

The capital stock paid in is $976,843 41. Funded debt, $1,032,075 80. Floating debt, $83,641 52. Cost of road and equipment, $1,329,473 16. Interest paid during the year, $161,601 59.

West Jersey Railroad.

The receipts from passengers and freight in 1860, were | $16,884 55
Current expenditures | 13,330 10
| $3,554 45

The capital stock paid in is $483,550. Floating debt $44,831 70. Other indebtedness, $22,824 90. Cost of road and appurtenances, $553,851 53. Whole number of passengers carried 86,901.

Newark and Bloomfield Railroad.

The income of this company from passengers, freight, etc., during the year 1860, were $19,413 01
Paid for repairs, maintenance of way and contingencies | 13,267 62
| $6,145 39

The amount of capital stock paid in is $103,950. The cost of road and appendages to December 31, 1860, was $109,651 58. There were carried over the road during the year 180,175 passengers, exclusive of commuters and those who ride free. The number of miles run during the year was 20,149.

Sussex (N. J.) Railroad.

The receipts of this company for passengers and freight during 1860 were $32,381 10
Due for carrying mail 137 50

$32,518 60

Paid for operating expenses. $9,567 46
Repairs of road, new locomotives and other equipments 10,873 48

20,440 94

$12,077 66

Cost of road and appurtenances $407,767 40
Capital stock $182,186 00
Funded debt 222,052 05
Floating debt 3,529 35

$407,767 40

No dividends have been paid. Interest paid on debt of company, $13,972 16.

East Mahanoy Tunnel Through the Broad Mountain.

Up to the 10th of last month (says an exchange paper) twenty-three months of labor had been bestowed upon the tunnel; having accomplished during that time, 2,311 feet, an average of more than one hundred feet per month. The workmen have reached the conglomerate or "backbone" of the mountain, which has thus far proved to be not so hard as was anticipated. It is predicted by many experienced miners that they will have two more coal veins to pass through; should this be the case, they will easily be able to continue the average of one hundred feet per month.

Reading and Columbia Railroad.

The Directors of the Reading and Columbia Railroad held a meeting the 15th April, and elected Mr. W. Y. Cass, of Columbia, President of the road, in place of Hon. Joseph Konigmacher, deceased.

New York Central Railroad.

The freight traffic on this road, now that the upper lakes are re-opened, is on the increase, and this line, as well as the Erie, is to derive another advantage from the suspension of business on the Baltimore and Ohio, as one of the great carriers from the West. The Rochester *Democrat* remarks:

"The New York Central Railroad Company is now doing an enormous freight business, both through and local. The business at this station has seldom been more active than now. The cars are bringing here from Buffalo considerable wheat, and the mills are grinding freely, shipping their flour by rail as fast as made. There were above 5,000 barrels of flour yesterday in the Railroad Freight House, and 40 cars, chiefly loaded with flour, were sent eastward from this city. Within the past ten days, about 20,000 bushels of wheat have been sent East in bags,—by rail.

The obstruction of the Baltimore and Ohio Railroad will make one less competitor to the Central for some time, and will no doubt contribute materially to the increase of traffic this way."

Southern Michigan and Northern Indiana Railroad.

The following is a list of the Directors of the Michigan Southern and Northern Indiana Railroad Company, elected at Toledo on the 24th ult.: E. M. Gilbert, of Utica, N. Y.; M. L. Sykes, of Chicago, Ill.; John S. Barry, of Constantine, Mich.; Philo Morchins, of Elkhart, Ind.; Stillman Witt, of Cleveland, Ohio; William Williams, of Buffalo, N. Y.; William Keep, of Lockport, N. Y.; Hamilton White, of Syracuse. N. Y.; Nelson Beardsley, of Auburn, N. Y.; Milton Cartwright, of New York; Albert Havemeyer, of New York; Henry Keep, of New York; Allan Campbell, of New York. All of the last year's Board, except Wm. Keep who fills a vacancy. All the last year's officers were re-elected.

Reading and Columbia Railroad.

On Wednesday (April 10) the contract for making the Reading and Columbia Railroad was awarded as follows: Moore, Balch, Danforth & Co., take the job and sublet to the following parties: Thomas W. Sargent, James Sheridan, Rehill and Meers; Foley, Lake & Co.; D. Ryan, M. Malone & Co., Andrew Crumlish, Sullivan & Brady, Wm. Call, Foley & Dooley, O. F. Brackett, John McGovern, William Collins, John Lee. Now that this road has a start, we trust that no obstacle may be thrown in the way of a vigorous prosecution to completion, as there never has been any question as to the necessity of it.—*Reading Times.*

The *Reading Gazette* says: "Ground for the new road has been already broken, and the expectation is that the work will be completed for travel by the 4th of July, 1862. The main line will run directly to Columbia, and connect with the York and Wrightsville Railroad. A branch road six miles in length will be built to the city of Lancaster. At Ephrata the line will form a junction with the Downingtown and Wanesboro' Railroad, and at Manheim with the Cornwall road. The Reading and Columbia Railroad will thus form a very important trunk line through Berks and Lancaster counties, and will furnish coal to a population of two hundred thousand people. The Cornwall branch will carry the primitive ores from the mines for all the furnances at Columbia and Marietta. The main lines will pass through the Chestnut Hill ore mines, were the cold short ores lie in a basin one hundred feet thick. There is probably no portion of the country where the population is denser or where the local traffic will be greater than over the country traversed by this new railroad."

Mobile and Great Northern Railroad Co.

At the election for directors of this company, held on the 10th ult., the following named gentlemen were unanimously elected: Wm. D. Dunn, B. F. Marshall, N. St. John, J. A. M. Battle, R. A. Baker, L. M. Wilson, James Boykin, Lewis Troost.

All the above are former members of the Board, except Mr. Marshall, elected to the place lately held by Wm. Jones, Jr., Esq., deceased.

At a meeting of the directors, the following gentlemen were elected officers for the ensuing year:

President—W. D. Dunn.
Sec. and Treasurer—S. W. Allen.
Executive Committee—Lewis Troost, Chairman; R. A. Baker, L. M. Wilson.

The Salem, N. J., Railroad.

The route selected for the Salem Branch of the West Jersey Railroad, is to commence on the north side of Salem creek, near the Market street bridge or Clayville, and to run in an easterly course to near Alloways town, thence northeast to near Humphry Cann's (about two miles from Woodstown,) thence easterly by Daretown to Pittstown, to join the West Jersey Railroad at the station at that point.

Iron Bridges for the Pennsylvania Railroad.

The Pennsylvania Railroad Bridge to cross the Schuylkill near the U. S. Arsenal, is to be of iron, three spans, each 192 feet. The top chord of the bridge will be of cast iron, and the lower chord of wrought iron eye bars. The verticals and main diagonals will also be of wrought iron, and the counter diagonals will be adjusted by screws.

A bridge on the Murphy-Whipple plan, for the Harrisburg and Lancaster Railroad Company, recently leased by the Pennsylvania Railroad, will cross the stream at Middletown. It is 118 feet span, having three trusses proportioned to carry 6,000 pounds per lineal foot, at a maximum load. This bridge is to supply the place of a wooden one put up in 1855.—*Phil. Ledger*

Clinton Line Railroad.

The road of this Company was sold at Hudson, Ohio, the 12th ult., by William Collins, special master, to J. P. Converse, as trustee for the first mortgage bondholders for $46,670. The sale was made by virtue of an order issued by the U. S. Circuit Court for the Northern District of Ohio, in the suit of Ludlow, trustee, *vs.* the Company to foreclose the first mortgage.

Pontchartrain (N. O.) Railroad.

The directors of this company are J. M. Lapeyre, N. R. Jennings, Edward Briggs, Alphonso Miltenberger, F. A. Luling, Jos. Lanata and John Watt.

Finances of Louisiana.

We copy from the N. O. *Picayune* the following statement of the financial condition of this State on the 1st January last:

The Finance Committee of the House of Representatives have made an elaborate report on the condition of the State Treasury.

It is accompanied by tables which, with the regular annual reports of the Auditor and Treasurer, furnish a clear financial history of the State for about ten years, and enable us to state, very accurately, what is the condition of our finances at this time.

The debts and liabilities of the State were, in 1840, $23,309,346 43; they are now $10,099,074 32, showing a reduction of $13,210,172 11.

The reduction has been mainly effected by the winding up of the old property banks and the withdrawing of the State bonds upon which they were founded. There are two sets still outstanding, those for the Consolidated Association, which is in liquidation, amounting to $1,101,200, and the bonds for the Citizens' Bank amounting to $4,297,333.

The debt proper of the State, in 1840, for its own purposes, that is to supply deficiencies in the general funds, was only $1,164,886 43. It is now, on the same head, $2,064,300 99. The remainder of the State debt is for on account of investments in railroad stocks, and for liabilities to banks and corporations.

The whole debt on the first day of January last was composed of the following items:

Bonds for Citizens' Bank		$4,297,333 33
" Consolidated Association.		1,101,200 00
		$5,398,533 33
Railroad subscriptions—		
Jackson Railroad	$884,000	
Opelousas Railroad.....	641,000	
Vicksburg and Shreveport.	260,000	
Grosse Tete.....	70,000	
		1,855,000 00
The Railroad Debts—		
Old Nashville Bonds.....	$483,000	
Mexican Gulf Railroad ...	100,000	
Port Hudson and Clinton..	9,000	
		592,000 00
Old Second Municipality..	$198,240	
Charity Hospital	125,000	
		323,240 00
Juvenile School fund	$529,000	
Seminary fund.....	136,000	
		665,000 00
For relief of Treasury		750,000 00
Whole bond debt		$9,585,773 33
There are trust funds, for which the State is liable, payable on demand, amounting to.....		575,300 99
Making the whole State debt about,		$10,099,074 30

Among these trust funds, stated as payable on demand, is the old United States deposits of 1836, which amount to $479,919 14. The gross amount of the State debt is, therefore, about $11,000,000; but of this about $7,500,000 is for liabilities well secured, or investments in railroads, which ar

looked to directly or indirectly to supply the means of extinguishing the debt; $665,000 are for trust funds, for public uses, of which the capital need never to be paid, and other items, amounting to half a million more, are mere debts of accounts, leaving in round numbers for the debt proper of the State not far from $2,500,000, for losses and bad investments, and expenditures beyond revenue since beginning of government.

The amount of direct responsibilities of the State for which she must provide in the first instance is about $4,500,000.

The State herself provides for the interest on all these bonds, except those of the property banks, and the Second Municipality debt, which are provided for by the banks and the city of New Orleans, respectively. The annual interest payable and paid during the last year amounted to $341,405 14.

This includes interest on the U. S. deposit, which was appropriated to the annual school fund.

The total receipts into the Treasury last year, including receipts on account of trust funds, were $2,378,793 44; the expenditures, $2,224,-702 10.

Added to the balance remaining in the Treasury, July 1, 1860, there remained a balance, on the 1st of January last, of $1,331,402 57 belonging to the various funds. The general fund, $1,073,217 42; paid out, $980,801 12; apparent surplus, $193,416 30.

But the general fund report $150,000 borrowed of the Louisiana State Bank in 1859, so that the actual excess of receipts over ordinary expenditures was $242,416; and, added to the balance in the treasury at the beginning of the year, made a surplus of resources over expenditures during last year of $376,112 39.

The committee suggest that with the same economy of appropriation the surplus available this year for any extraordinary expenses would reach to $600,000.

The taxable property of the State has increased within ten years from $265,000,000, at which it was assessed in 1850 and 1851, to $420,000,000, at which it was assessed in 1860—an increase of $150,000,000. The rate has averaged about $15,-000,000 per annum, but it has been quite irregular; 1853 was assessed at nearly $30,000,000 over 1852, and 1856 $37,000,000 over 1855, while the estimated excess of 1860 over 1859 is only $4,-000,000. The increase has, however, been constant, if not uniform.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending April 13th, 1861, were..... $86,973 79
Corresponding week, 1860..... 70,858 89

Increase..... $16,114 90
Tot. traffic from July 1, 1860, to date, $2,732,841 23
Corresponding period, 1859 ..... 2,259,137 01

Increase..... $473,704 22

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., *New York*, May 1, 1861.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 29, 1861, at 10½ o'clock a. m.

The Transfer Books will be closed on the 21st of May, and re-opened on the 1st of June.

W. M. PHILLIPS, Secretary.

WILLIAM H. BERRYMAN,
Commission Iron Merchant,
No. 38 HARRISON STREET,
And 335, 337 & 339 Washington St.,
NEW YORK.
DEALER IN BOILER PLATE AND RIVETS.
TANK, ANGLE AND BAR IRON,
SMOKE PIPE, BOILER TUBES, ETC.

NIAGARA STEAM FORGE,
COR. PERRY ST. AND OHIO BASIN SLIP.
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MANUFACTURE to order all kinds of Light and Heavy Forgings and Hammered Shapes, such as
Car Axles, Crank Axles,
TRUCK AND DRIVING AXLES,
Steamboat and Propeller Shafts and Cranks.
MILL SHAFTS, LOCOMOTIVE FRAMES, CONNECTING RODS, PISTON RODS, CRANK PINS,
Wrought Shafting of any Length and Size, etc., etc.
Also, Every Description of HEAVY BLACKSMITHING.
Orders or inquiry by mail, will receive prompt attention.
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WOOD, MORRELL & CO.,
HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY**, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.
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THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.
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RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.
THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.
THE RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER Rails of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
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TROY, N. Y.
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THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,
1½ to 8 inches outside diameter, cut to definite length, 2 to 30 feet as required.
Wrought Iron Welded Tubes,
From ⅜ to 8 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.
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STEPHEN MORRIS, CHAS. WHEELER.
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PROSSER'S PATENT
LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
AND
ENGINEERS' TOOLS.
Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.
KRUPP'S BEST CAST STEEL.
PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.
PATENT LAP-WELDED STEEL TUBES.
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IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.
BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**
These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —**25, 30, 36, 40, 45, 50, 60, 62,** and **75** lbs.
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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
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New York, 1st June, 1859.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.
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SUCCESSORS TO
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MARKET AND SIXTEENTH STREETS,
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IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
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THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
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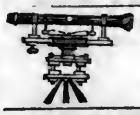
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THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.
They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.
The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.
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Boston, Nov. 24, 1860. tf

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HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, from 40 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
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INSTRUMENTS, MADE BY
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Surviving partner of
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AND FOR EVERY CLASS OF
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Osborne, Richard B.,
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LOCOMOTIVE, CAR AND TANK

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Will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to **try** their **Durability** and **Elasticity**, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

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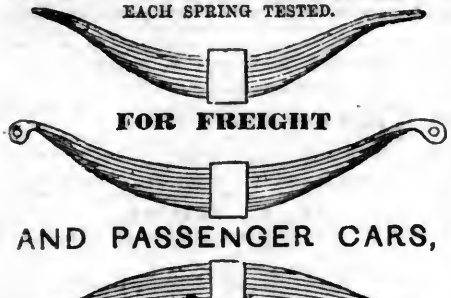
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Best Double Faggotted and Improved Cast-Steel

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LOCOMOTIVE ENGINES,

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EXTRA CAST STEEL FOR TOOLS AND DRILLS, "CONCENTRIC" SOFT CORE TAP STEEL, (warranted not to crack in hardening,) best double Faggotted and Cast SPRING STEEL, ribbed and plain; Machinists' Files "Crescent" Faggotted Axles, Wrought Locomotive and Passenger CAR WHEELS, Homogeneous Metal, etc. Manufactured by

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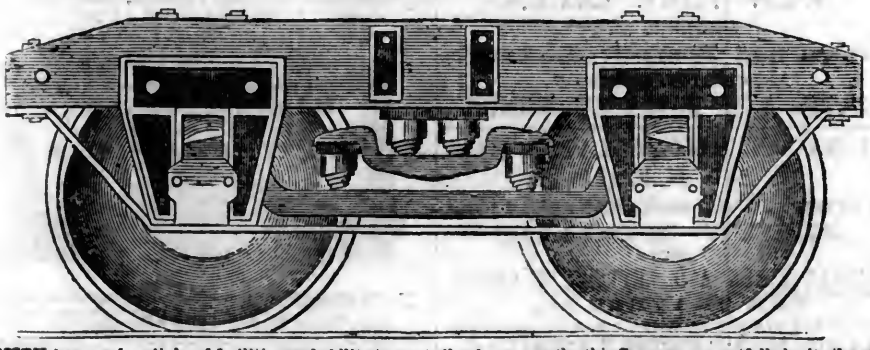
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Manufacturers of PATENT CONICAL VOLUTE STEEL CAR SPRINGS.

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WITH increased capital and facilities, and ability to meet all orders promptly, this Company respectfully invite the attention of Railroad Managers, Car and Engine Builders, and others interested in Railroad Machinery and **Economy**, to these Springs, and the improvements in their application. Orders and correspondence solicited.

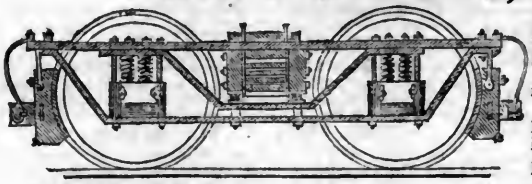
CHARLES D. GIBSON, Treasurer. **COURTLANDT PALMER, Pres't.**

Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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SEYMOUR, CONN.,



ARE prepared to fill, at short notice, of the best materials and workmanship, orders for **Wrought** and **Cast Iron Work**, fitted ready for use, for the building or repairs of **Passenger** and **Freight Cars**, complete or in part.

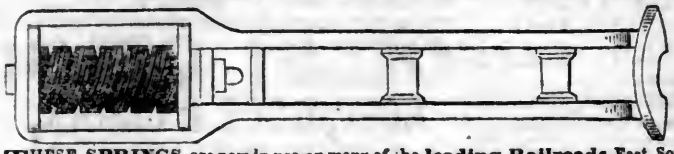
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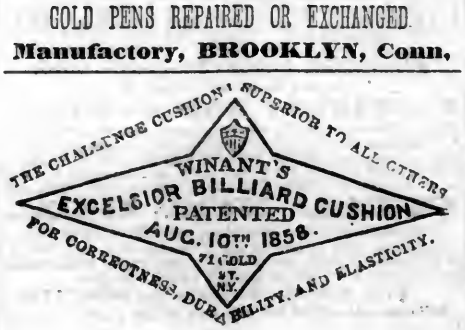
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GOLD PENS REPAIRED OR EXCHANGED.

Manufactory, BROOKLYN, Conn.



LAND AND SUBMARINE BLASTING,

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THE GOMEZ NEW PATENT ELECTRIC SAFETY FUSE TRAIN.

In its use it saves an immense amount of drilling and will accomplish ten times more work than the old fashion Powder Fuse or Galvanic Battery can possibly do.

For further information apply to the Commissioners of Central Park, New York, where it is extensively used.

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Communicated by Major W. H. BELL, Major of Ordnance, to Colonel H. K. CRAIG, Chief of Ordnance, by order of Hon. JOHN B. FLOYD, Secretary of War.

WASHINGTON ARSENAL, December 10th, 1857.

COLONEL H. K. CRAIG, CHIEF OF ORDNANCE, Washington, D. C.

On the whole, this Train is considered a very great improvement over the old train of powder or match, and is susceptible of ranges of application to military and civil purposes or cases, far wider, more important, more numerous and useful, than the old train now in use could ever be applied to.

I am, sir, most respectfully, your obd't servant,

W. H. BELL, Major of Ordnance.

ANALYTICAL AND Manufacturing Chemistry,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 19.] SATURDAY, MAY 11, 1861. [WHOLE No. 1,308, VOL. XXXIV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 11, 1861.

Texas and New Orleans Railroad.

The Texas and New Orleans road is now complete from Houston to Beaumont, with the exception of the first six miles from Houston, and about five miles between Green's bayou and the San Jacinto. It is presumed that the whole road will be complete in twenty days. The Eastern Texas road from Beaumont to Sabine Pass will also be put in operation in from thirty to forty days.

Arrangements have been made for running a line of steamers from Sabine Pass to Berwick's Bay, four or six times a week. Owing to the fact that both bars will have to be crossed by day light, the time table will have to be fixed so as to admit of passengers embarking on the steamers at both places at about sun-down, the steamers arriving at their destination at daylight next morning.

The saving over present time from New Orleans to Houston will be nine hours; and from Houston to New Orleans about twenty hours. This saving will turn the tide of travel altogether over this route.—*Houston Telegraph, April 16th.*

Cleveland, Columbus and Cincinnati R. R.

The earning and expenditures of this road for the years ending December 31, 1859 and 1860, were as follows:

EARNINGS.

	1859.	1860.
From passengers	$348,556 94	$354,580 59
" freight	551,944 21	596,906 28
" express	13,748 27	16,452 31
" mails	29,100 00	29,100 00
" rents	75,529 43	76,382 77
" interest	4,220 17	5,711 14
" other sources	13,842 81	6,666 31
	$1,036,941 83	$1,085,799 40

EXPENDITURES.

	1859.	1860.
Repairs of track	$84,284 54	$84,351 94
" locomotives	47,702 27	47,135 07
" pass. cars	10,110 18	13,142 46
" freight "	30,561 73	28,540 39
" buildings	8,093 54	7,115 79
" bridges	882 31	6,566 79
" fences	2,377 87	2,547 56
Freight and passenger transportation	202,134 04	204,086 18
General expenses	19,932 06	22,145 42
Fuel	41,756 53	48,034 69
Loss and damages to freight	4,724 48	4,015 20
Gratuities, etc.	5,415 79	4,394 79
Oil and waste	9,864 13	8,095 69
Cattle damages	1,189 28	1,207 25
Fire "	166 75	49 25
Repairs and expenses for telegraph	.....	2,091 82
Total operating expenses	$469,195 50	$483,520 29
New swing bridge over Cuyahoga River, Cleveland	16,550 00	.....
Taxes	21,999 99	21,658 22
Interest and exchange	5,255 36	2,223 65
Total expenditures	$513,000 85	$507,402 16

	1859.	1860.
Total earnings	$1,036,941 83	$1,085,799 40
" expenditures	513,000 85	507,402 16
Net income	$523,940 98	$578,397 24
Dividends 10 per ct.	474,610 00	474,620 00
Surplus	$49,330 98	$103,777 24

Compared with the previous year, the earnings show an increase of $48,857 57; with a decrease in expenditures of $5,598 69—making the increase in net earnings, $54,456 26.

The revenue of 1859 was $76,698 12 below that of 1858, viz: a decrease in freight of $86,516 41; in rents, express and mail of $1,402 90; with an increase in passengers and other sources of $11,221 19. It will be observed that the decrease in freights exceeded the total decrease in the revenue of the road for that year. This decrease is attributed to the almost total failure of the wheat crop along the entire road, and of a portion of its tributaries, and to the low rates of freights caused by the excessive competition of rival lines.

The assets and liabilities of the past and preceding years compare as follows:

ASSETS.

	1859.	1860.
Road and depots	$4,000,000 00	$4,029,200 22
Equipments	600,000 00	614,411 26
Steamboat stock	7,500 00	7,500 00
Bellefontaine and Indiana stock	6,680 00	6,680 00
Ind. & Bellefontaine stock	1,050 00	1,050 00
Col. & Xenia stock,	5,500 00	5,500 00
Bellefontaine & Indiana 2nd mortgage bonds	.....	1,200 00
Ind. & Bellefontaine bonds	1,200 00	.....
Ind., Pittsburg & Cleveland bonds.	4,350 00	4,350 00
Delaware Co. "	6,000 00	6,000 00
Bellefontaine & Indiana Income b'ds	.....	99,000 00
Col., Piqua & Ind. "	.....	357,003 23
Land not used for depots	10,292 67	10,292 67
Loan to C. & M. R. R.	24,000 00	24,000 00
Materials and fuel on hand	102,066 82	112,671 97
Bills receivable	71,755 25	65,229 83
Cash and cash items	318,726 78	420,984 20
	$5,159,171 52	$5,765,123 38

LIABILITIES.

	1859.	1860.
Capital stock	$4,746,100 00	$4,746,200 00
Mortgage bonds	.....	509,000 00
Dividends uncalled for	324 53	314 53
Due other companies	388 79	3,886 68
Div. payable Feb. 1,	337,305 00	261,041 00
Surplus	175,053 20	244,681 18
	$5,159,171 52	$5,765,123 38

The injunction prohibiting the payment by this Company of the principal or interest of certain bonds of the Columbus, Piqua and Indiana Railroad Company, (indorsed by this Company,) having been removed, it was thought advisable to save further litigation and expense, that said bonds, although not due, be bought by this Company if the same could be done on equitable terms. To that end propositions were made to the holders thereof for the purchase of said bonds, at the actual cost of the same, with interest on such cost. This proposition being so fair and just, most of the holders of said bonds have availed themselves of it.

For the purpose of providing means for the purchasing of said Columbus, Piqua and Indiana Railroad Company's bonds, and for the purpose of aiding the Bellefontaine and Indiana Railroad Company in the retiring of certain of its bonds indorsed by this Company, and now due, (for which aid this Company is secured by a deposit of Second Mortgage Bonds of the latter Company,) there has been issued and sold at par during the year, $500,000 of the bonds of this Company, secured by a first mortgage upon the road and equipments; said bonds bearing interest at the rate of seven per cent. per annum, and falling due in sums of $25,000 per year, commencing with the year 1864. It is confidently expected that, by this mode of annual payment, the debt will be extinguished without materially effecting the dividends to stockholders.

President—L. M. Hubby.

Directors—John M. Woolsey, David Dows, Erastus S. Prosser, Hosea Williams, John Miller, Amasa Stone, Jr., Stillman Witt, Samuel William son, Martin B. Scott, Joseph Perkins, Leander M. Hubby.

Superintendent—E. S. Flint.

Engineer—P. Kidder.

Secretary—Geo. H. Russell.

Treasurer—T. P. Handy.

The Hon. John Young, of Montreal was exhibiting in the House of Parliament some elaborate plans of a new conception of his. He proposes to tap the St. Lawrence somewhere near the Lachine rapids, to excavate a great hydraulic canal thence to the neighborhood of Point St. Charles, and there to build an enormous basin or reservoir. Between the reservoir and the harbor of Montreal there is to be a short canal, with locks, permitting ships to go up and down, and, in fact, making another harbor where now there is nothing but a sort of shoal or marsh. All along the new canal and all around the reservoir there will be an enormous amount of water-power available. This, Mr. Young thinks, will not only be used for manufacturing purposes, but for working elevators and hydraulic cranes for transferring the cargoes of ocean-going vessels lying in the reservoir, to fresh water propellers or railway cars, and *vice versa*. The scheme is a grand one, and if carried out, which it may be, it will probably add fifty per cent. to the population of Montreal within ten years, and quadruple the value of Mr. Young's property in the neighborhood of the proposed improvement.

What Mr. Young wants from Parliament is, he says, a charter; private individuals, of whom there are several with plenty of means at his back, desiring Legislative facilities for organizing themselves into a joint stock company. In addition, he also wishes for the right of way through some government property, and the privilege of using a portion of the bed of the St. Lawrence.—*Quebec Chronicle.*

Delaware Railroad.

This road is 84 miles in length, extending from Delmar on the Maryland State line, to a junction with the Newcastle and Frenchtown Railroad, about 7 miles from Newcastle, and 14 from Wilmington, Del. The length of the Newcastle and Frenchtown Railroad is 16.19 miles: but, since the completion of the Newcastle and Wilmington Railroad, only that portion has been in use which forms the connection between the Newcastle and Wilmington and the Delaware Railroads. About 8 miles of the Eastern Shore Railroad, extending from the Southern terminus of the Delaware road to Salisbury, Md., has also been completed, and is operated, in connection with the above roads, by the Philadelphia, Wilmington and Baltimore Railroad Company.

The Newcastle and Wilmington Railroad Company was chartered in 1839, and the road constructed in 1854. Since its completion it has been operated under lease by the Philadelphia, Wilmington and Baltimore Railroad Company, which pays as rent therefor a sum equal to 7 per cent. on its cost of $150,000.

The Delaware Railroad Company was chartered Feb. 22, 1849. The work of construction was commenced in Nov., 1852. The different sections were opened as follows: From the Delaware Junction to Middletown, 12 miles, in Sept., 1855; from Middletown to Dover, 23 miles, in Jan., 1856; to Seaford, 36 miles, Jan., 1857; and to Delmar, 13 miles, in April, 1860. The Maryland section to Salisbury was also opened in April, 1860. The Delaware road was leased for 21 years from the date of its opening by the Philadelphia, Wilmington and Baltimore Railroad Company, which agreed to equip, maintain and run it, and pay as rent 6 per cent. annually on its cost.

The Junction and Breakwater Railroad leaves the Delaware Railroad at Warrington, and will terminate at Lewes, its length being 29 miles. It was completed and opened to Milford, 8½ miles, in Sept., 1859, and has since been operated by the Philadelphia, Wilmington and Baltimore Railroad Company, at a fixed rate of payment for services.

The Maryland and Delaware Railroad will also leave the Delaware Railroad at Smyrna, and have its Western terminus in Oxford, Md. Only a short section is within this State.

We have received the report of the Delaware Railroad Company for the year 1860, from which we learn that the receipts have been $138,970 97; and the expenses $97,524 88—excess of earnings $41,466 09. The increase in receipts over the previous year has been $23,181 96. The expenses have been proportionably larger, owing chiefly to the larger amount of service performed. The report says:

During this year the aggregate of miles run is 136,631; an amount of service much larger than that of any preceding year, possibly more than a close regard to present economy would sanction, but conceded to apparent demands for public accommodation, and a liberal purpose on the part of our lessees to meet those demands in their fullest extent. The accompanying tables will show some details of this service; and, when it is remembered that the peach crop this year was nearly cut off, and the crop of corn much below an average, you will be gratified to learn that the freight and tonnage moved is considerably increased over the last year. The progressive increase of travel is also maintained, a feature in which our road is peculiar. This is due to the fact that it is sustained by local travel, and is not subject to the general depression which has recently affected the great railroads of through travel. The number of passengers carried is 118,264, against 84,603 last year, (eleven months); of bushels of grain 508,604, against 374,781; lime 206,370 bushels, and 74,994 tons of merchandise, &c.

You are indebted to the through organization and unsurpassed management of the P. W. & B. R. R. Company, for the safety, regularity, and ease, with which this large business is done. With the same means at command it would be impossible for our own, or any other newly organized company, to operate the Delaware Railroad with such exactness, ease, and success. It is the daily highway of travel, at this season the only mode of travel, for your entire community; the means of transportation of a large portion of their marketable products, and receipt of goods for retail distribution throughout the peninsula, to the extent before stated.

The repairs and renewals of the road made this year have been of the most permanent character, by which the necessity of repairs in future will be diminished, and the safety of travel improved. Since January, 1858, thirteen stone culverts have been built, and these, with two others previously put in, have been filled over. One bridge has also been filled up, which experience proved to require no culvert—making the whole number of trestle bridges got rid of sixteen.

To increase the freighting and passenger accommodations, granaries have, within that time, been built at Seaford and Bridgeville, each 56 by 25 feet; at Felton, Dover, and Smyrna, each 50 by 22 feet; at Laurel and Camden, each 56 by 23 feet; at Smyrna, (a second building,) 81 by 31 feet, and at Townsend one 63 by 31. In addition to these, and to the granary at Middletown station, previously built, (200 by 35 feet,) there are granaries built by individuals, and leased by the P. W. & B. Company, for the use of this road, at Greenwood and Harrington stations; also private granaries at Farmington and Felton stations. There is now, in all, storage for about one hundred thousand bushels of grain on the line of the road. A handsome two story brick passenger station, with offices, has been built at Dover. One is much needed at Smyrna station. A telegraph line has been constructed and put in operation over the road as far as Middletown; and, recently, measures have been taken to extend it further down the road.

Since our last report, the Eastern Shore Railroad, in extension of our peninsula route, has been prosecuted to the extent of opening to Salisbury, survey, location, and contract for building the residue to Somer's Cove. At present, active progress in its construction is delayed by causes which are believed to be temporary, but it is confidently expected, that without a continuance of these causes, which so much embarrass the general financial affairs of the country, this through line will be finished in another year. In the meantime, a steamboat connection has been made with Norfolk, by way of the Nanticoke river, which is altogether in the hands of other parties, and, though not hitherto conducted with much regularity, it has added considerably to the business of this road.

BALANCE SHEET.

Share capital	$406,131 70
Mortgage Bonds	600,000 00
State Bonds	170,000 00
Guarantied Bonds	100,000 00
Sundry loans	74,790 00
Scrip of various kinds	6,174 96
State donation	58,550 00
Revenue to commencement of lease.	51,530 62
Interest on bonds, loans, etc.	16,480 57
Bills payable to P., W. & B. R. R.	90,434 81
" " for extension	26,100 00
Dividends (Jan'y, 1861, etc.)	8,490 12
Expense, salaries, etc.	1,104 00
Sundries	57,897 42
	$1,607,684 20

Construction account	$832,534 90
Iron	467,335 00
Materials	6,545 74
Interest	58,195 00
Profit and loss, discount, etc.	13,078 74
Expenses of operating to commencement of lease	40,794 55
Extension below Seaford	119,887 28
Discount, etc. on Extension bonds	43,938 51
Sundry accounts	10,741 78
Cash on hand	14,632 70
	$1,607,684 20

President—S. M. HARRINGTON.

Directors—S. M. Harrington, S. M. Felton, A. C. Gray, Charles I. Du Pont, Joseph Bringhurst, Jesse Sharp, Dr. H. Ridgely, H. B. Fiddeman, Daniel Curry, Alexander Johnson, William Cannon, William H. Ross, and Charles Wright.

Sec'y and Treas'r—JAMES F. ALLEE.

Watertown and Rome Railroad.

The earnings of this road for the year ending January 1, 1861, were:

From passengers	$138,470 61
" freight	193,519 08
" other sources	24,107 37
	$356,097 06

And the payments were:

Maintaining road	$52,472 65
Repairing machinery, etc.	25,516 05
Operating road	90,511 62
	168,500 32
Balance	$187,596 73
Add balance from last report	16,103 80
Received from bills receivable	6,043 38
" " on interest account.	1,345 58
" " for sinking fund bonds sold	4,000 00
Received from bills land sold	280 00
	$215,369 50

Disbursed as follows:

Interest on funded and floating debt	$52,571 95
Dividends	354 00
Mortgage bonds paid	60,500 00
Bills payable	10,682 92
Insurance and repairs to steamer	907 19
Coupons P. & W. R. R. $56,105	
Less received for do. 44,000	
	12,105 00
Paid in purchase of P. & W. R. R	29,511 69
Sinking fund	13,500 00
Loss by freight agent in 1858	1,996 40
Cash	33,240 35
	$215,359 50

The assets on hand consist of—

Cash, as above, including amounts due from freight agents	$33,240 35
Bills receivable, good	11,478 00
Materials on hand	18,416 39
Steamer Highlander	4,000 00
Wood on hand and paid for	11,496 67
	$78,631 41

The immediate liabilities were—

Bills payable	$5,000 00
Due to sundries	1,000 00
	$6,000 00

A bond dividend, amounting to $150,000, being 10 per cent. on the capital stock of the company was paid to the shareholders on the first of March, 1860. A dividend in cash of three per cent. was paid on the first of January, 1861. The Superintendent in his report says:

"The prospect for business on the road another year, so far as can be judged, is encouraging. The business of the section of the country through which it is located seems to be on the increase, and the local business of the road will probably improve. Not much effort has been made, the past season to secure through freight, the price ranging so low during the early portion of the season that it was considered no object. During the latter portion of the season, while prices were better more attention was given to it and as much was transacted as the limited facilities would allow."

Regarding the Potsdam and Watertown Railroad the report says:

At the time the report for last year was made to the stockholders, legal measures were in progress for obtaining possession of the Potsdam and Watertown Railroad, whose bonds this company had guaranteed to the amount of $800,000, the interest on which this company had been obliged to pay to a considerable amount. The original contract entered into between this company and the Potsdam and Watertown, provided, that in default of the payment of the interest on the guaranteed bonds by the Potsdam Company, the Watertown and Rome Company should have immediate and peaceable possession of that road till they should be reimbursed. On such default demand was at once made on the Directors of that company for the surrender of the road under the contract above referred to. This was refused, and litigation followed, which promised to involve both companies to large amounts in law expenses and other losses, all of which would finally have rested on the Watertown and Rome road. To avoid such useless expense, and with a view to attain absolute ownership of the Potsdam road, the Board of Directors of the Watertown and Rome Company decided upon a plan by which they would become the owner of the $200,000 in bonds of the former road secured by a second mortgage. This was accomplished at an expense of about $30,000; and, on the 25th day of July last, the Potsdam and Watertown Railroad was sold, under foreclosure of the second mortgage, and the Watertown and Rome Railroad Company became the purchaser, under a law of 1860, especially authorizing such purchase, and received possession of the road and a deed of transfer, and has since managed it and received its earnings.

By the provisions of the Statute of 1860, before referred to, power is given to consolidate the Potsdam and Watertown Road with the Watertown and Rome road and make it a part of the line of the latter—a power which the Directors have not yet exercised.

The earnings of the Potsdam and Watertown road from December 1, 1859, to December 31, 1860, were $109,509 76; and the expenses $54,638 58—leaving net, $54,871 18.

According to the report of the company made to the Legislature for the year ending Sept. 30, 1860, the receipts during that time were: from passengers $137,831 64; from freight $192,186 84; other sources $21,149 08—total, $351,167 56; and the expenses for operating and maintaining road and machinery, $173,099 82—leaving net earnings for the year $178,067 74, or a fraction less than 12 per cent. on the capital stock of the company; while the expenses were less than 50 per cent. on the gross earnings, although sundry items were embraced therein, amounting to $29,392 02, which might appropriately be termed renewal or extraordinary expenditures, having been made to a large extent for permanent improvements to the road. During the year about 10 miles of the road were re-laid in re-rolled and welded iron; and 18 tons of spikes, 50 tons of chairs, and about 14,000 new ties were used in repairs. Similar expenditures to a considerable extent will be required during the ensuing year.

The characteristics of the road are as follows: Length of main line of road from Rome to Cape Vincent, 96.76 miles; length of double track, including sidings, 11 miles; weight of rail, 56 lbs.; No. of engine houses, etc., 5. The equipment consists of 17 engines; 11 first class passenger, 8 baggage, mail and express, and 280 freight cars.

The number of miles run by engines with trains was 212,235. Number of passengers carried, 122,845; number carried one mile, 4,060,780. Tons of freight carried, 108,293; tons carried one mile, 6,287,545.

STOCK AND DEBTS.

Capital stock paid in	$1,499,000 00
Funded debt $772,400 00	
Less in sinking fund 62,000 00	
	$710,400 00
Floating debt	66,111 69
Total indebtedness	$776,511 69

COST OF ROAD AND EQUIPMENT.

For graduation and masonry	$774,625 05
" bridges	42,150 00
" superstructure, including iron	735,863 13
" passengers and freight stations, building and fixtures	123,365 90
" engine and car houses, machine shops, machinery and fixtures.	43,215 60
" land, land damages and fences	177,918 33
" locomotives and fixtures and snow plows	130,036 65
" passenger and baggage cars	32,132 01
" freight and other cars	165,135 92
" engineering and agencies	51,501 79
Total	$2,275,944 38

President—WM. C. PIERREPONT.

Directors—Wm. C. Pierrepont, Philip Dater, Samuel F. Phelps, John P. Yelverton, Marcellus Massey, H. Alexander, jr., Henry Gray, Calvert Comstock, David Utley, S. D. Hungerford, Talcott H. Camp, William Ives, William Lord.

Superintendent—ADDISON DAY.

Secretary and Treasurer—R. E. HUNGERFORD.

Punjaub (India) Railway.

It was stated in the report of 25th September last, that since the month of March thirty ships had been dispatched with nearly fifteen thousand tons of railway material and rolling stock—that other vessels were loading with similar freight—that the works of the railway were proceeding as rapidly as local circumstances admitted—that locomotives had been safely landed at Kurrachee—and that arrangements were being made for conveying them up the Indus—that carriages and wagons were being constructed—that large quantities of permanent way material had been distributed along the line—that sites for stations were being prepared—that wells were being sunk and bricks burnt—that the pier and depot at Kurrachee for this railway had been completed—and that during the current year two calls had been made, and a large sum paid in anticipation. Since the 25th September, the date of the last report, twelve thousand tons of permanent way material, and a large quantity of rolling stock, have been dispatched from this country for Kurrachee, and the iron work of every description necessary for the construction and working of the railway, is either contracted for or in course of delivery for shipment to India. The earthwork on the section between Lahore and Umritsir is reported to be of excellent quality, and the only two bridges on this section are in a forward state. By a prompt fulfilment of their engagements by the native contractors for the supply of ballast and sleepers this most important section would be speedily com-

pleted and opened for the accommodation of the public. The whole of the iron-work has been for some time on the spot, and the plate-layers despatched from this country to put it together have arrived. The Umritsir station designs have received the sanction of Government, and the Mean Meer and Atarree stations are all but completed. The works at the Great Central Station at Lahore have been greatly advanced during the past half-year. The earthworks remaining to be completed between Lahore and Mooltan are inconsiderable, and beyond Mooltan to Shere Shah they are so advanced as to be within a short distance of the Cheenab river, at which spot the interchange of traffic coming from Kurrachee for the north, and *vice versa*, will be effected. There are few works of masonry between Lahore and Mooltan, with the exception of culverts for draining the railway works and stations. A bridge across the Barree Doab canal is the only work of any importance between Lahore and a few miles north of Mooltan. The iron girders for this bridge, and those for the bridges near Lahore have been delivered at their intended sites. The bungalows along the line for the accommodation of the engineering staff, which will hereafter be converted into railway stations, are in progress of construction. A design for the Mooltan terminal station and works connected therewith has been submitted to Government for sanction. The Chief Engineer, in his half-yearly report, dated Lahore, January 14, 1861, states that—"Since the last half-yearly report, the railway staff has been augmented by arrivals from England. In addition to the plate-layers, the employees of the locomotive department have reached this country. Superintendence is now in every department of the work, for the contingencies of rapid progress in which the authorities of home have in their discretion amply provided. If the company and the Government will, having progress in view, resolve upon any fresh arrangement that shall assist progress, they have official representatives now here in all branches of the work, who, officially speaking, are able to carry out their views. The same providence in England to wants here is manifest in the large quantities of materials dispatched to this country, and whilst accidents in retarding their delivery have happened—accidents which, though ever so guarded against, will happen in the transport of material to so great a distance—it is satisfactory to remark that the arrivals of iron work for permanent way have been steady and continuous, and that contractors have been found in this country of energy and prudence, who have brought them regularly and in large quantities unimpaired to our works. The arrangements for effecting this have not been those of any department, but they have been so well managed as to demand notice." Last month a call of £5 per share was made payable on the capital of this railway, which was well responded to. No other call will be made on the Proprietors during the current year. A considerable proportion of the shares are now fully paid up, and payments will continue for the present to be received in anticipation. A statement of receipts and disbursements for the past year is appended, which, with the books of the undertaking, have been examined by the auditors, and also by the Accountant-General of the Secretary of State for India in Council. The accounts in England are made up to 31st December, 1860, and in India to 30th September of the same year. The financial statement shows that from the commencement the sum of £887,000 has been received, and the sum of £676,900 has been expended, leaving an available balance of £217,000 at the credit of the undertaking with the Secretary of State for India in Council, and with Government in India. The Directors are well satisfied with the progress of the several undertakings entrusted to them, and continue to receive from the home authorities the fullest support.

Finances of Connecticut.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

An examination of the reports of the Treasurer and Comptroller shows that the balance in the Treasury on the 1st of April, 1860, to the credit of the civil list, was $14,889 65

To which has been added during year:

Dividends from Banks	33,839 00
For taxes on stocks of non-residents..	12,450 40
For taxes from savings banks	49,561 35
For taxes from Mutual Insurance Companies	7,778 55
For taxes from railroad companies...	19,911 38
For taxes from towns	122,069 12
From other sources.....	8,942 18
	$269,441 63

The expenditures have been:

For the General Assembly	$35,977 72
Salaries.....	23,900 00
Judiciary expenses	77,130 91
For public institutions and buildings .	27,934 52
Interest.....	5,330 33
Other expenditures.....	56,877 65
Balance now in Treasury.....	42,290 60
	$269,441 63

Deduct the sum in the treasury from a loan of $50,000, due from the State, and our indebtedness will be $7,709 50, which is $26,432 54 less than it was a year ago, and $73,451 56 less than in 1858. The expenses for the year have been $227,-151 13.

The resources are such, that our ordinary expenses are met by light taxations; but our present positions is so unlike any which we have hitherto occupied, that it is impossible to form a reliable estimate of expenses for the current year. That they will be largely increased is certain. In justice to ourselves and to those who are to succeed us, we should increase the rate of taxation upon the grand list, and give authority to the Treasurer to make such loans as may be necessary to meet the demands upon his department.

With the exception of lands in the State of New York, valued at $5,000, the School Fund of the State is invested in bank stocks and in bonds and mortgages, and on the 2d day of September, 1860, amounted to $2,050,460 49. The income for the year ending April 1st, 1861, has been $137,305 07, or a fraction more than 6¼ per cent. The number of children, between the ages of four and sixteen, is 108,356, which is an increase of 2,862 over that of the previous year. As the number increases, the rate of dividend for each must necessarily diminish. The last year, the distribution was made among the several school districts which had conformed to the provisions of law, upon the basis of $1.15 to each scholar. The number of public schools is 1843, sustained at an expense of over $338,000,—about nine-tenths of which is met by a tax on property, and the income from public funds. Over $24,000 have been expended in repairing schoolhouses, and over $60,000 in erecting new ones, during the year.

The expense of the school, borne by the State, for the past year, including repairs upon the buildings, has been $5,186 42. The General Assembly of 1859 made an annual appropriation of $5,000 for the support of the school for two years, which time has now expired.

The State Reform School contained 112 juvenile delinquents on the 1st day of April, 65 of whom have been received during the year.

The Institution has never given greater promise of accomplishing the objects for which it was founded, and your co-operation with the Trustees is essential to its final success.

The State's Prison contained on the 1st day of April last, 168 prisoners.

The earnings of the convicts for the year have been	$15,330 03
And the expenses of the Prison.....	14,907 61
Showing a gain to the State of....	$422 42

There are 75 banks of discount in the State with $1,004,381 60, in specie, with a circulation of $6,661,939; deposits amounting to $5,023,928 55, and an aggregate capital of $21,838,029. There are 84,614 depositors, in 44 savings banks, with deposits amounting to $19,377,670 18. The aggregate deposits, in Savings banks, and in Building associations, is $20,791,856 34.

The capital of the several railroad companies, is	$23,675,838 00
Of which there has been paid....	18,756,627 31
The total amount of floating and funded debt, is	10,987,875 73
The net earnings for the year have been	1,301,662 20

Finances of Maryland.

We copy from the Annapolis *Gazette* a portion of its synopsis of the Report of the Comptroller of the Treasury of Maryland for the fiscal year ending the 30th of September, 1860.

The total receipts for the fiscal year were $1,-048,339 67; which, added to the balance in the treasury September 30th, 1859, makes an aggregate of $1,561,630 83. The actual receipts in the preceding fiscal year exceeded those of the year just closed by the sum of $152,213 10. The revenue which accrued and was received in 1860 was $97,058 46 less than the sum which accrued and was received in 1859.

The disbursements for 1860 amounted to $1,-306,043 08; exceeding the revenue which accrued and was received within the fiscal year by the large sum of $411,231 88.

The sum remaining in the treasury at the close of the fiscal year was $255,587 75, subject, however, to certain charges therein enumerated, amounting in all to $284,849 20, which being deducted would leave a balance against the treasury of $29,261 45. So that if all these demands had been made on the 1st of October, 1860, the treasury would have been unable to meet them. Fortunately they were not made, and the State has thus far escaped such embarrassment and discredit.

The probable receipts into the treasury during the present fiscal year are estimated by the Comptroller at $1,119,640 80. But many of the sources of revenue are so irregular and uncertain as to render it difficult to form a satisfactory and reliable estimate, and of course the receipts will be affected by the monetary condition of the country incident to the crisis. The probable demands upon the treasury are estimated at $998,544.

The total assessed value of real and personal property in the State for the year 1860, was $282,680,498.

Galt and Guelph Railway.

For two months past the traffic over the Galt and Guelph Railway has been unusually large. Three trains now run daily, up and down, while "specials" have also to be in requisition. As many as 18 to 20 freight cars attached to a single train are getting to be a common occurrence. Nothing could better indicate returning prosperity to this section of Canada than this gratifying increase of railway traffic. May it long continue.—*Dumfries Reformer.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '61	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '58	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	—	—	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	169,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	—	—	—	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	—	—	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,193,343	232.0	.....	1,169,188	628,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	90
31 July '58	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	—	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	18m	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,706	453,141	....	60
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,565	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
0Jun. '60	181.5	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,034	309,567	3½	38
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	—	—	—	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	59
.. .. '57	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	—	—	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	61
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	—	—	—	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	—	—	—	—	....
31 Dec. '58	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,787	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,233,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	226,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	966,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	62.6	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	—	—	—	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
0Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	—	—	—	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	—	—	—	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	30.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,000	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,999,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,824	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,205,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	107
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,964	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	—	719,234	367,083	2	57
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	—	8.4	24,428	15,891	—	—	—
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	106½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatn.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,000	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,822	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,033,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	111
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	45½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,657,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnerota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r.byCon	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	61,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r.byCon	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r.by Eas	tern Mass.	—	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r.byCon	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,063,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	60	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	289,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	105
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	120,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	—	—	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,781	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
" Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,378	—	—	216,794	.....	56,582	.....	—	—	15 344	5,366	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	36½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	!343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	72
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,400	—	21
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,763	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,972	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	106,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.byRen	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	!164,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	61,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,276	12	92
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,093,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	24
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,006	211,149	111,054	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	588,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,229	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,257	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	600,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,672	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	76
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,800	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,718	6,346,800	65.7	222,650	389,622	212,950	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,960	1,126,000	26,057,991	151.4	—	3,312,546	858,597	—	32½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	....	—	30	96	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,800,000	—	—	200.5	46,677	1,286,597	471,712	6½	28

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd. Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------	------	-------	-------	-------	------	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Snequehanna	1,258,700	*	—	1,258,700	97,000	-------	1,356,700	54.0	-------	-------	-------	------	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	-------	500,000	821,447	-------	1,321,847	33.0	-------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	-------	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	-------	-------	------	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	-------	97,550	396,000	-------	-------	29.6	-------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	-------	682,170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	1
31 Mar. '59	78.0	—	----	—	---	---	----	Williamsport and Elmira	3,650,682	380,847	-------	1,500,000	2,361,973	161,272	4,148,920	----	-------	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	-------	1,508,000	306,500	-------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	-------	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	-------	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	-------	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	-------	400,000	200,000	-------	-------	49.3	-------	-------	-------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	-------	1,429,008	1,145,000	245,526	2,919,554	164.5	-------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	-------	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	-------	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	-------	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,833	-------	-------	----	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.0	---	---	----	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southerh (Tenn.)	1,021,439	58,133	-------	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859.	/	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	-------	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	-------	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	-------	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	-------	570,000	1,361,000	145,000	-------	----	-------	-------	-------	—	----
1859.	100.0	—	30.6	55.8	---	---	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	-------	298,721	740,000	-------	-------	----	-------	-------	-------	—	----
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	-------	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	-------	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	-------	144,894	406,000	5,000	-------	34.2	30,065	23,808	18,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	-------	2,056,544	1,731,000	-------	-------	169.0	-------	734,118	337,384	6	----
1859.	-------	-------	----	-------	-------	-------	-------	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	-------	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	---	---	----	Winchester and Alabama	-------	-------	-------	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	—	----
-- -- '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275-000	240,000	171,566	-------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	-------	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	-------	1,260,400	800,000	-------	-------	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.8	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	-------	2,233,376	3,172,550	479,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	-------	950,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	-------	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	-------	-------	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	85
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	-------	516,164	793,200	-------	-------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	-------	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	-------	1,403,018	36,188	88,131	1,534,194	-------	-------	-------	-------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	-------	2,969,861	775,500	118,789	-------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	-------	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	-------	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,056	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	-------	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	----	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	-------	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	-------	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	-------	835,750	204,808	26,853	-------	43.5	1,058,054	163,753	79,685	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	-------	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	-------	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	-------	800,000	700,000	25,000	-------	55.0	-------	-------	-------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	-------	-------	-------	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	-------	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	-------	4,044,000	2,556,000	-------	7,500,000	234.4	-------	883,186	439,943	—	11
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	-------	-------	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
1 Jan. '58	104.0	—	----	38.8	---	---	----	Racine and Mississippi	3,802,016	*	-------	2,705,720	1,417,000	1,085,328	5,692,471	86.0	-------	213,964	81,045	—	----
-- -- '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	-------	-------	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	-------	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	-------	-------	-------	-------	-------	81.0	166,245	-------	-------	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	-------	15,603,128	31,351,133	-------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	-------	14,054,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	-------	-------	-------	-------	-------	24.0	37,081	-------	-------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	-------	-------	-------	-------	-------	96.6	254,530	-------	-------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	89,222	-------	-------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	-------	4,451,012	-------	-------	4,451,012	108.0	193,683	116,225	41,965	—	---
31 Dec. '60	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	-------	1,380,000	13,100	136,000	1,729,232	60 0	-------	-------	-------	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	---	---	----	Nova Scotia	-------	-------	-------	-------	-------	-------	-------	61.5	-------	-------	-------	—	----
								NEW GRANADA.													
31 Dec '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	708,000	4,976,000	2,490,285	44,000	9,202,828	48.7	-------	1,550,878	1,936,131	12	101

New York Stock Exchange.

Sale Prices for the week ending May 8, 1861.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1874	76	76¼	....	76¾	77¼	77
U. S. 6s, 1881	88¼	88¼	89	90	90	88¼
STATE STOCKS:—						
California 7s	72	71¼	73¼	73¼	73¼	
Georgia 6s	....	....	....	....	....	....
Illinois 6s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	80	....	....	....	....	....
Louisiana 6s	46	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	40	40	39½	40	41	40
New York 5s, 1870	....	....	....	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	59	58	56½	57	59	60
Ohio 6s, 1886	....	....	....	....	....	....
Tennessee 6s, 1890	46	46	46	46	47	46
Virginia 6s	44	44	46½	44	44	46
RAILROAD SHARES:—						
Chicago, Burl. and Q.	55	56	59	60	62	60
Chicago and Rock Isl.	37½	38	38	38	39	38
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
Clev. and Toledo	23½	24	24	24	24½	24
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	57½	58½	58½	58½	60	59
Hudson River	36	38	36	36½	37½	36½
Illinois Central (scrip)	58½	61	60	61½	63	66
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	45	46	45½	45	45½	45½
M. S. and N. I. guar'd,	29	28½	29	28½	30	29
M. S. and N. I.	13	13½	13½	13½	13½	13½
Milwaukee and Miss.	9	....	....	9½	....	....
New Jersey Central	....	....	105	105	....	105
New York Central	72	72	72	72	73	72
New York and Erie	19½	20½	21	22	22	21
N. York and Harlem	12½	12	12½	12½	12½	12
N. Y. and H. "pref."	31	31	31½	31½	31	30
Panama	102	101½	102	102	102	101
Phila. and Reading	....	32	31	32	32½	32½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	....	....	....	35	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	73	....	....	....	72	....
Cl. & Tol. S.F. 7 p.c. '85	....	....	75	....	....	....
D.L.&W.1M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	97	....	....	....	....	....
" 2M.8p.c.'75	....	....	....	....	....	....
Hann. & St.J. 1 M. 8s	....	....	30	....	....	....
Hudson R. 1M.7p.c.'69	....	....	105	....	105	....
" 2M.7p.c.'60	....	101	....	....	....	....
" 3M.7p.c.'75	....	....	....	82	82	....
Illinois Centr.7 p.c.'75	....	....	89	89½	90	91
" " 6p.c.'75	....	....	89	89½	90	91
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S.F. 8p.c.'82	95½	95	....	95	94	94½
" conv. 8p.c.'69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	74	....	....	....	74	....
M.S.& N.I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	....	....	....	....	....	....
" 1 M. 7 p.c.'64	....	....	....	....	....	....
N.Y.&E. 1 M. 7 p.c.'67	99	100	....	....	....	....
" 2 M. 7 p.c.'64	98	....	....	....	....	....
" 3 M. 7 p.c.'83	....	84	....	84	....	84
" 4 M. 7 p.c.'80	....	....	....	82	84	....
" 5 M. 7 p.c.'83	....	....	....	....	....	....
" conv. 7p.c.'62	....	....	....	....	....	....
" " 7p.c.'71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H. 1 M. 7 p.c.'73	....	95	95	95½	....	....
" 2 M. 7 p.c.'64	....	....	....	....	....	....
" 3 M. 7 p.c.'67	....	....	....	....	....	....
Penn. 1M.7p.c.conv.'88	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c.'60	....	....	....	....	....	....
" " 6 p.c.'70	....	....	....	....	....	....
T. H. and A. 1M. 8s '72	....	....	....	....	....	....
" " 2M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	....	....	....	80	....
America, Bank of	....	100	100	....	....	....
Commerce, Bank of	80	83	....	85	....	87½
Merchants' Exch. B'k	....	....	....	85	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	....	....	85	....	....	90
MINING STOCK:—						
Pittsburg	....	....	....	....	....	40
Rockland	....	....	....	....	....	12
Minnesota	....	....	....	....	....	60
Isle Royale	....	....	....	....	....	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	80	81	....	....	....	82
Cumberland Coal Co.	4	4	4	....	....	....
Penn'a Coal Co.	....	73	75	....	....	75
Pacific Mail S. S. Co.	68	70	69	70	70	68
Canton	....	9	9½	10	....	....
Brooklyn Water W's.	97	....	....	....	98½	....

The following are the closing prices in the London Market on the 24th April:

United States 5 p. c. red. '74	86	to	82
Illinois Central 6 p. c. red. 1875	85	to	90
Do. 7 p. c. red. 1875	87	to	89
Do. do. Fr.L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	70	to	72
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	87	to	89
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	69	to	71
Do. $100 shares	12	to	15
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876	92	to	94
Do. $100 shares	70	to	72
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	89	to	91
Do. 3d do. 1883, assented	81	to	83
Do. Bonds, 1862, '71, '75 do.	56	to	58
Do. Shares, assented	24½	to	25½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	87	to	89
Do. 2d mort. 6 per cent. sterling	87	to	89
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, May 11, 1861.

Share and Money Market.

The share market at the present low prices has been comparatively quiet and uniform for some time past, the changes that occur depending almost entirely upon the views taken of our political matters. A great many of the State stocks are exceedingly depressed, and will not, probably, show much recovery until it is certain that the July interest will be paid. The earnings of the great majority of our railroads hold up pretty well, but this does not keep up the price of their shares. The future is so uncertain that there is no disposition on the part of the public to purchase even at the present low prices.

Money continues very abundant. No new works are in progress, and very little is doing in commercial affairs. A paralysis, in fact, rests upon all business operations which must continue till we see ourselves more clearly out of our present political difficulties.

Ohio and Mississippi Railroad.

An order has been made by Judge Leavitt, of the United States District Court of Ohio, for the sale of the Eastern Division of the Ohio and Mississippi Railroad. The order provides that the road shall be sold upon three months notice, and the sale shall be subject to the first mortgage bonds. The minimum price fixed is $1,000,000, and the purchaser must first deposit $50,000 in United States currency, or $100,000 in bonds, in the Commercial Bank of Cincinnati. The Receiver is required to file in the United States Court, at least 30 days before the day of sale, a schedule of all the property, real and personal, of the Ohio and Mississippi Company. It is further provided that this decree shall take effect when the United States District Court of Indiana shall make a similar decree.

New York and Erie Railroad.

The trustees give notice that the time for becoming parties to the contract for the purchase of the road will expire on the 28th of July next. No exchange of stock, bonds, debts or claims of the old company will be made into stock in the new company after that day. The trustees have decided to make an assessment of two and one-half per cent. on the par value of the new common stock and preferred stock, payable on delivery of the new certificates, in cash, or in fourth or fifth mortgage coupons in arrear.

Scrip will be issued for the assessments, redeemable with interest at the office of the company in New York, from the net earnings, pursuant to the provisions of the contract. All assessments made on the 1st of September next will be charged with interest from that day.

The Erie Railway Company was organized on the 1st inst., since which time the new certificates have been issued as called for and assessments paid.

Gutta Percha Cement Roofing.

Owing to the rapid increase of business, and the necessity of more extensive arrangements to enable them to fill orders promptly, Messrs. JOHNS & CROSLEY, have been compelled to *remove* their office (from 510 Broadway) to the Wholesale Warehouse, No. 78 William St., corner of Liberty. Their advertisement will be found in another column. The improved Gutta Percha Cement Roofing has been thoroughly tested during the past five years on roofs of all kinds in all parts of the United States, Canadas, West Indies, and South America, and has proved to be in every respect all that is claimed for it, viz: a *Fire, water, weather*, and *time* proof roofing. It is sent to any part of the country with directions for using. Specimens and references can be seen, and any desired information obtained on application by letter, or in person, to Messrs. JOHNS & CROSLEY, No. 78 William St., New York.

Long Island Railroad.

On the 6th inst., the freight trains commenced running between Greenport and the depot at Hunter's Point. Since that date no freight train has been started from the South Ferry depot; and no freight has been received at that point since the 4th. An office has been established at the James' Slip Ferry, New York side, both for the receipt and delivery of freight. Passenger trains also commenced running to and from Hunter's Point on the 10th. Hereafter passengers for the trains will take the ferry-boat at James' Slip, or at 34th St., for Hunter's Point.

Housatonic and Naugatuck Railroads.

Proposals are invited by the Presidents of these companies at Bridgeport, Ct., for the performing by contract all the labor connected with the freighting business, including the loading and unloading of freight, the way-billing of the same, the switching of the cars, the making up of the freight trains, the collecting of the freight-bills, &c. Full explanation in regard to the labor to be performed, will be given upon application. Persons desirous of proposing for the contract should first make a personal examination of the premises. The time for receiving proposals is limited to the 15th of June next.

Railroads and Canals of New Jersey.

An abstract statement of their finances, etc., for the year ending December 31st, 1860.

(*Compiled from the official returns to the Legislature.*)

Companies.	Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Works and Equipm't.	Miles in Length.	Gross Earnings—Passenger.	Freight.	Mails, etc.	Total.	Current Expenses.	Net Earnings.	Dividends—Am't.	p. ct.
Belvidere Delaware	$997,862	$2,081,000	$103,879	$3,182,741	$3,128,257	64.21	$75,178	$167,703	$31,323	$274,204	$162,841	$101,363	.....	.....
Burlington and Mt. Holly.	100,000	20,000	.....	120,000	120,000	7.12	14,929	6,605	538	22,072	14,242	7,830	$5,000	5
Camden and Amboy*.....	1,500,000				5,840,805	92.37	.....	.....	.....	1,997,064	1,262,114	734,950	180,000	12
Delaware & Raritan *Canal*	2,298,400	7,214,000	11,012,400		3,995,287	65.50	.....	.....	.....	546,650	165,292	381,358	271,888	12
Camden and Atlantic.	976,843	1,032,076	83,641	2,092,560	1,829,473	60.23	113,585	43,620	2,888	160,043	105,181	54,862	.....	.....
Central	3,630,000	2,000,000	35,334	5,666,334	5,776,183	63.80	206,281	959,806	19,761	1,186,848	540,176	645,672	361,460	10
Flemington	150,000	93,900	86,417	330,317	287,086	12.00	6,076	9,015	751	15,842	14,012	1,830	.....	.....
Freehold & James b. Agric'l	230,845	....	.....	230,845	229,064	11.50	14,253	24,795	868	39,906	21,226	18,680	9,212	4*
Millstone & New Brunswick	102,365	....	8,749	111,114	111,114	6.63	3,513	5,319	.....	8,832	4,809	4,023	.....	.....
Morris *Canal*.....	2,200,000	....	25,978	2,825,978	2,825,997	101.00	.....	.....	.....	350,113	144,789	205,324	158,500	7.5
Morris and Essex	1,157,800	600,000	.....	1,497,800	1,626,987	52.52	157,762	97,964	7,769	263,495	164,384	109,111	86,837	7
Newark and Bloomfield...	103,950	340,000	.....	103,950	109,651	6.00	.....	.....	.....	19,413	13,267	6,146	.....	.....
New Jersey	3,749,000	.....	.....	4,487,000	5,312,019	83.80	793,455	101,619	218,607	1,113,881	‡79,683	634,198	374,900	10
Paterson and Hudson.	630,000	688,000	.....	630,000	630,000	14.00	.....	.....	.....	53,400	.....	53,400	50,400	8
Paterson and Ramapo	248,000	.....	.....	338,000	350,000	15.12	.....	.....	.....	26,500	2,402	24,098	14,260	5.75
Sussex	182,186	90,000	.....	407,767	407,767	12.00	.....	.....	137	.....	.....	.....	.....	.....
Warren	1,140,000	222,052	3,529	1,740,713	1,740,713	24.00	14,627	218,042	3,884	82,518	20,441	12,077	.....	.....
West Jersey	488,550	600,000	713	1,740,713	553,851	28.50	.....	.....	.....	285,553	123,111	162,442	69,990	6.5
			67,656	561,206						16,884	13,330	3,554	.....	.....
Total..... ....$19,880,801	$14,981,038	$115,896	$35,277,735	$35,014,204	730.30	.....	.....	.....	.....	$6,362,218	$3,251,300	$3,110,918	$1,582,447	7.96

* Paid to the sinking fund, $112,367.

† Also a stock dividend of 33⅓ per cent.

‡ Including $17,778 transit duty and $18,745 tax on capital stock.

NOTE.—The non-reporting roads are—the Hackensack and New York, 4½ miles long; the Long Dock and Tunnel, 2.88 miles; the Millville and Glassboro', 22.30 miles; the Northern, 21.27 miles; the Orange and Newark, 3½ miles; and the Hoboken Passenger railroads (three), about six miles. There are also in the State several roads owned by individuals.

The quantity of coal carried over the Central Railroad was 854,769 tons, and of iron 55,355 tons.

Public Lands of Canada.

The reports of the various public departments for 1860, have been published, showing the progress that Canada has made during the past year. From the Report of the Commissioner of Crown Lands we learn that the sales of lands in Lower Canada, and the receipts therefor, were as follows:

	Acres sold.	Amount of purchase-money.	Receipts.
Crown lands..	290,026	$149,068 41	$78,901 60
Clergy lands..	44,545	34,355 69	27,734 27
	334,571	$183,419 10	$106,635 87

In addition to this, the Jesuits' estates yielded the sum of $24,492 46; the net receipts of the Seigniory of Lauzon were $8,042 41; and those of the Crown domain $3,487 45. In Upper Canada the transactions were much larger:—

	Acres sold.	Amount of purchase-money.	Receipts.
Crown lands.	126,413	$144,840.12	$199,855.15
Clergy lands.	62,522½	174,808.70	77,688.13
G. S. lands ..	6,900½	11,401.93	24,392.52
C. S. lands ..	3,221½	10,006.60	92,042.64
	199,057½	$341,059.35	$393,937.31

This is exclusive of the Woods and Forest department; the receipts given are not, in all cases except the Crown lands. In Lower Canada, it will be seen, the saleable public lands are divided only into Crown and Clergy, besides the Jesuits' estates; and it is the proceeds of the Crown lands only that go into the consolidated revenue fund. The clergy lands and the Jesuits' estates are the only special lands in Lower Canada; while in Upper Canada there are Clergy lands, Grammar School lands, and Common School lands to a great extent. The proceeds of none of these go into the consolidated fund; so that if the lands situate in Upper Canada yield more than those of Lower Canada, Upper Canada gets the benefit. The amount of the purchase-money of Crown lands sold in Lower Canada in 1860 was greater than that of those sold in Upper Canada. The ordnance lands had produced a revenue of $50,175 25 in 1860, applicable to the support of the militia. The amount is annually increasing, and will in a few years be adequate to the support of an efficient militia.

The sales of Crown lands in Lower Canada were more than double the amount sold in 1859. The free grants on the Colonization roads amounted to 19,421 acres, being an increase of 1,429 acres. There is still an almost inexhaustable supply of lands for intended purchasers, there being no less than 5,397,191 acres surveyed, and as yet not granted, and a great deal more which the surveyors have not yet visited. Of the Clergy lands, ten times as much were sold as in 1859.

In addition to the sales of Crown lands in Upper Canada, 26,300 acres were located as free grants. There are still for sale surveyed Crown lands, amounting to 1,853,121 acres; Clergy lands, 198,974 acres; and School lands, 76,000 acres.

Respecting the townships sold *en bloc*, the Commissioner says:

Under the regulations of the 13th January, 1859, ten townships, comprising 439,000 acres, were conditionally sold through the "Canada Agency Association," acting for certain gentlemen of high standing and wealth in England, and a payment of $19,200 received on account.

The advantage to the country of procuring the settlement of ten newly surveyed townships, in the very centre of the great tract of land lying between the Ottawa and the St. Lawrence, cannot be over estimated. It will form a nucleus for colonization on a more enlarged scale, as even the individual immigrant attracts to his neighborhood relatives and friends from abroad, and thus becomes an agent in the work.

With respect to the Ordnance lands, which were transferred to the Province by the Imperial Government, whose property they once were, on condition that it should maintain an efficient militia of its own, the report says:

The receipts for the year amounted to $26,210.49, of which $7,261 63 was proceeds of sales and $18,948 85 rent income; the salaries and expenses, including those of the sales, were $10,467 18. The annual revenue for 1860 applicable to the support of the militia, comprising net rent income and interest on proceeds of sales since 1857 inclusive, and on the value of land assumed by the province for reformatories, &c., as estimated by the Ordnance Land Agent, amounts to $50,175 25.

The lands at Amherstburg, Pelham Farm, Prescott, Cornwall, Cape Vesey, and 250 acres on the Rideau, were brought into the market, and 1,601 acres were sold and leased for $51,850 05. This sum represents the aggregate value of the sales and leases capitalised. The values of the lands sold are payable in ten annual instalments, with interest at 6 per cent. In all cases one instalment was paid at the time of sale.

When the Ordnance lands were transferred to the province in 1856, the annual income from all the above last mentioned properties was only $280; the amount is now $3,106 83.

The Ordnance lands have been assiduously turned to account where favorable opportunities have offered, and the same course will be followed for the future.

The surveys of lands, with a view to their allotment and occupation, are being pushed forward with vigor. During the last year the principal lands surveyed were in the Ottawa and Huron territory, in rear of the counties of Victoria, Peterborough, Hastings, and Frontenac; and on the north shores of Lakes Huron and Superior, and in rear of the Sault Ste. Marie. In Lower Canada, the whole extent which has been sub-divided into farm lots amounts to 328,639 acres, and no less than fourteen counties partake of the area thus surveyed in Lower Canada—from the Gulf shore of the St. Lawrence, at Cape Rosier, to the Ottawa, county of Pontiac.

Railroads in Northern Mexico.

By letters from the United States we are advised that the Hon. Duff Green is to make a visit to Mexico very soon in connection with the railroad across Mexico, from the Rio Bravo to Mazatlan.

In connection with the railroad from the American frontier to the port of Guaymas we find the following in a late letter from Sonora:

The Legislature of the State is in session at Ures, deliberating upon matters of grave importance. General D. Angel Trias' railroad project to unite El Paso with Guaymas is the principal measure to be discussed and acted upon by that body. It has already received the legislative sanction of the State of Chihuahua, and it is now generally believed that it will receive the cordial support of Sonora as soon as it is understood that Governor Pesqueira favors the adoption of the scheme. It is said that two of the wealthy and enterprising

citizens of the Eastern States, George Law and Col. Samuel Colt, besides many others, are concerned in the enterprise. The route of the railway is some 600 or 700 miles in length through a generally level country, full of mineral wealth, and abounding in fine agricultural and grazing lands. The route is entirely practicable, and it is believed $20,000,000 is amply sufficient to construct the road.—*Mexican Extraordinary.*

Society Library.

The annual meeting of the shareholders of this institution was held Tuesday evening, 28th ult., at the Library, No. 67 University-place. In the absence of Hon. G. C. VERPANCK, Chairman, OTIS D. SWAN, Esq., Treasurer, called the meeting to order. HENRY R. WINTHROP, Esq., was elected Chairman of the meeting, and ISAAC LAWRENCE, Esq., Secretary. The Secretary read the annual report of the Trustees, from which it appears that the institution is in an unusually prosperous condition, there being a balance in treasury of $531 52, while the corporation is entirely free from debt, and owns property worth at least $100,000. The number of volumes added to the Library during the year ending April 1, 1861, was 1,611. The following gentlemen were unanimously elected Trustees for the ensuing year: Gulian C. Verplanck, Charles R. Swords, Geo. Folsom, Robert Lenox Kennedy, Charles E. Strong, Wm. J. Hoppin, Otis D. Swan, Wm. Adams, John Romeyn Brodhead, Henry C. Dorr, Evart A. Duyckinck, Stacy B. Collins, Wm. McMurray, Wm. Allen Butler, Thos. Ward.

Great Western, Ca., Railway.

The important announcement is made that the Great Western Railway directors have in contemplation the construction of a branch, in the shape of a tramroad, from Wyoming station to the oil springs of Enniskillen. This probably supplies the best practical evidence that the springs are already productive; for it could be no common inducement which would bring the board to such a determination in times like these.—*London Prototype.*

Steam Fire Engines.

Two of the Oakland Company's, (Portland, Maine,) Steam Fire Engines were exhibited in this city, Friday. They were second and third class machines. The largest one weighs 4,000 lbs., the smallest 3,000 lbs. These engines work with the horizontal piston, and the pumps have no valves. Mr. J. B. JOHNSON, is the Patentee of this Engine, and he was present here yesterday.

The larger machine was tried first. It commenced working in 7 minutes after its fire was lighted. It threw 1⅛ inch stream to the top of the liberty pole on the State House, making a height of 200 feet. Through 50 feet of hose with 1¼ nozzle, it threw a horizontal stream 190 feet; and from the hydrant, 100 feet of hose, it threw a stream 180 feet.

The machine was then tested through 550 feet of hose, one inch nozzle, upon the Centre Church steeple. It threw a stream 170 feet in height, when the hose burst.

During these trials, the pressure upon the boiler was from 40 to 70 lbs. to the square inch, and upon the hose from 100 to 195 lbs. to the square inch.

The third class machine—handy, and easily managed, was fired up in 7½ minutes. From 100 feet hose ⅞ pipe, it threw a horizontal stream 192 feet; same length hose, one inch pipe, 198 feet. This machine also threw an inch stream over the flag staff on Robinson's marble block.

The Manchester machine, the day previous, threw a horizontal stream, 168 feet, with 50 feet of hose. And a perpendicular stream, 105 feet, with 550 feet of hose, 1¼ nozzle, when the hose burst.

At a recent trial in Portland, one of Mr. Johnson's first class machines, was tested through 1,200 feet of hose, and threw a stream 165 feet, with 56 lbs. of steam.—*Hartford Times, May 4th.*

Chesapeake and Ohio Canal.

At a meeting of the Commissioners of Public Works of Maryland, held at the office of the Chesapeake and Ohio Canal Company, in Washington, D. C., on the 2nd inst., the following named persons were elected President and Directors:

President—Col. Alfred Spates, Alleghany county. Directors—Edward M. Mealey, Enoch B. Hutton, Victor Holmes, John Jamison, Robert R. Vandever, J. J. Heckart.

Scinde (India) Railroad.

In the half-yearly report of the 25th September, it was stated that all the permanent way material, rolling stock and machinery, necessary for the line had been shipped for Kurrachee, with the exception of iron girders, for harbor viaduct—that the works were proceeding in a highly satisfactory manner, and were in a forward state—that locomotives were running in several districts—that more than one hundred carriages and wagons were ready for use—that the trade of the port had greatly increased in amount and value—that the shares had been converted into stock—and that the amount of the first issue of debentures had been paid to the credit of the Secretary of State for India in Council. All the materials and appliances necessary for the construction and working of the line have now arrived at Kurrachee. The cuttings and embankments are in such a state of forwardness that they may probably be already completed throughout the entire length between Kurrachee and Kotree, leaving to be finished only the side trenches, catch water drains, and slope trimming, the progress of which will not interfere with the traffic of the line. On the 26th of January the permanent way was laid over the Bahrun viaduct, and an engine with a train of materials passed over it. This viaduct consists of 30 arches. It is built of hard white durable stone found on the spot, and which has a very handsome appearance when dressed. The Bahrun is 1,782 feet long, and with the exception of the Mulleer, the longest viaduct on the line. The Chief Resident Engineer says that "The amount of work executed at this viaduct during the last four months is worthy of record; an arch of 45 feet clear span having been turned every fourth day during that period." In the month of October, 1859, several hundred persons were conveyed by the railway to witness the ceremony of laying, by the Commissioner in Scinde, the foundation-stone of the Mulleer viaduct, the most extensive engineering work on the line. This viaduct is composed of Warren's patent iron girders, of 80 feet span, resting on stone piers, and is 1,860 feet in length. The completion of this important work has been delayed by the difficulty experienced in the foundations, which have, however, been entirely overcome. The smaller viaducts, bridges, and culverts are all reported either as finished, or so rapidly approaching completion, that it is expected that the permanent way will have been laid over every one of them throughout the line by the middle of the present month, with the exception of one culvert, which will be passed as at present, by a temporary embankment, without any inconvenience, and the stone for finishing this culvert, which although not of much height, is of considerable length, will be brought along the opened line. The agent of the company in Scinde, in a letter to the Chairman, dated Kurrachee, 7th February, 1861, has the following:—"Upon my return from Moultan, last month, I came along the line from Kotree, and it is gratifying to be able to report the nearly complete state of the line, and the substantial appearance of all the works. On the 20th of last month the roadway was opened for use over the Bahrun viaduct. This viaduct is a very striking object, and is as fine a piece of masonry as can be seen in any part of the world. It has all been done by contracts with natives, chiefly Cutchees." The ballasting of the line is all but completed, and is of excellent quality, and the outlay for maintenance promises to be exceedingly moderate. The laying of the permanent way was impeded for a short time by the deficiency in the supply of sleepers, occasioned by the unusual dryness of the season, which prevented the contractor floating the timber down the upper rivers of the Punjaub. Great exertions, however, have been made, and there is every reason to believe that the whole line will be laid down and ready for opening in the early part of this month. The fencing along the whole course of the line was, according to the last advices, about being completed. Telegraphic communication has been established for several months between Kurrachee and Kotree, and the intermediate stations of the railway. The locomotive repairing shops are completed, and the smiths' shops and the foundry have been at work for nearly five months. Engines, carriages, and trucks are ready in sufficient numbers for the expected opening this month. Although the terminal and other stations will not be finished for the opening of the line, sufficient temporary accommodation will be afforded for both passengers and goods. Mr. Brunton, the Chief Resident Engineer, states that he has fixed "the 15th of March next as the day when all the works are to be in such a state of completion as to allow of the line being opened for traffic. Every exertion is being made to achieve this." "The Indus steam ferry boat was erected at Keamaree, and successfully towed round to Kotree by the 'Stanley' steamer. Her draught, with machinery on board, is 9 inches. On the 12th and 18th inst. (January), with the assistance of Tug A, of the Indus Steam Flotilla, the chains were successfully laid across the river and moored. The ferry boat will be at work in the course of two or three days," and, it is confidently believed, will prove "one of the most signal public improvements that have been introduced into the country." The harbor improvement works, so important to the railway, are being energetically carried out by Government. The external and internal trade of Scinde continues to increase in the most satisfactory manner. The attention of the Proprietors is particularly requested to the annexed excellent report by Mr. J. Neville Warren, on the position and prospects of the railway. Much credit is due to the officers and servants of the company in Scinde, for their steadfast and untiring exertions to bring the important work entrusted to them to an early and satisfactory completion, and, if possible, to throw open the line for public traffic in the short space of three

years from the date on which the first sod was turned by the chief Government authority in Scinde. Since the last report a further sum of £83,000, raised by debentures, has been paid to the credit of the Secretary of State for India in Council, making, with £250,000 previously raised, in all £333,000, being to the extent of the present borrowing powers of the company for the purposes of the Scinde railway. A statement of receipts and disbursements for the past year is appended, which, with the books of the undertaking, have been examined by the auditors and also by the Accountant-General of the Secretary of State for India in Council. The accounts in England are made up to the 31st December, 1860, and in India to the 30th September of the same year. The financial statement shows that from the commencement the sum of £1,329,000 has been received, and that the sum of £1,164,000 has been expended, leaving an available balance of £160,000 to the credit of the undertaking with the Secretary of State for India in Council and with Government in India.

Pacific Railway.

The people of this province may yet look forward to the time when this country shall be the great highway, not only for the imports and exports of the west, but of the Pacific, of Japan, of China, of Australia, and of the numerous islands of the Pacific. We have always contended—First, that the only feasible route for a railway across this continent was through British America, because here we have a level and fertile territory to the Rocky Mountains, with light snows, good ports upon both coasts, abundance of coal just where it is wanted, near Halifax and Vancouver, and on the Saskatchewan. Now the discovery of passes in the Rocky Mountains, 2,000 feet lower than any through the United States, puts the feasibility beyond a doubt. Secondly, through United States territory there exists a desert 1,000 (Horace Greely says 1,500) miles; parallel with this we have a good wheat country, and can line the railway with a continuous settlement to the Pacific. Third, the distances are shorter from Britain to Japan and China through British America. We said fifteen years ago that the present generation would see the accomplishment of this great scheme, and have often advocated it since and been laughed at for our pains. The Queen calls the attention of Parliament to it, and who would venture to predict the effects of such a railway upon the trade of this country, upon the Grand Trunk, upon the St. Lawrence, upon the settlement of the North-West, &c.? From 20,000,000*l.* to 30,000,000*l.* sterling, or from one hundred to one hundred and fifty millions of dollars, would be expended upon it, and such works must be pushed on with dispatch. Britain's interests in the Pacific and in Asia imperatively demand such a road.—*Hamilton Spectator.*

Railroad Earnings.

The traffic receipts of the Northern Railway of Canada, for the week ending April 13th, were $8,953 38, an increase of $1,940 52 over the corresponding week of last year.

The receipts of the Grand Trunk Railway of Canada for the week ending April 20th, 1861, were.....$77,646 13
Corresponding week, 1860..... 70,244 89

Increase.....$7,401 24
Tot. traffic from July 1, 1860, to date,$2,810,487 36
Corresponding period, 1859 ..... 2,329,381 90

Increase.....$481,105 46

The report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad, for March, is as follows:

GROSS EARNINGS.

From passengers, through		$35 59
" " local.....		4,288 93
" mail		828 10
" express		457 20
		$5,609 82
" freight, through.....	$452 47	
" " local	9,749 44	
		10,201 91
		$15,811 73

EXPENSES.

Ordinary and working	$10,801 09	
Extraordinary	355 75	
		11,156 84
Construction account		440 57
Total expenses.....		$11,597 41
Cash received during March.....		$17,895 79
On hand March 1		24,663 77
Total.....		$42,559 56

The earnings of the Hudson River Railroad in

April, 1861, were.....	$139,750 84
April, 1860	134,605 77
Increase.....	$5,145 07

The receipts of the Morris Canal have been:

Total to April 21, 1860.....	$14,714 31
Week ending April 28, 1860	9,159 16
	$23,873 47
Total to April 20, 1861	$12,739 00
Week ending April 27, 1861	9,215 13
	21,954 13
Decrease in 1861	$1,919 34

The earnings by the Chicago, Burlington and Quincy Railroad Line in April were:

	1860.	1861.
Freight	$113,900 26	$91,037 00
Passengers.....	45,546 13	37,960 10
Mails and rents	9,183 94	2,817 10
Total.....	$168,630 33	$131,814 20
Decrease		$36,816 13

The earnings of the Buffalo, New York and Erie

Railroad in April, 1861, were.....	$57,727 17
April, 1860.....	45,278 10
Increase.....	$12,449 07

The earnings of the Galena and Chicago Railroad for April, 1861, were..... $103,499 23
Same month, 1860..... 93,253 84

Increase.....$10,245 39

The earnings of the Southern Michigan and Northern Indiana Railroad in April, 1861, were.....$189,444
April, 1860..... 170,841

Increase.....$18,603

The earnings of the Michigan Central Railroad in April, 1861, were $172,613 61
April, 1860..... 165,741 02

Increase.....$6,872 59

The earnings of the Toledo and Wabash Railroad in April, 1861, were.....$75,273
April, 1860 73,679

Increase..... $1,594

The earnings of the Chicago and Rock Island Railroad in April, 1861, were $75,231
April, 1860 85,846

Decrease.....$10,615

The following is a statement of the earnings of the New York Central Railroad, for the month of April, 1861, compared with its earnings for the corresponding month of the previous year:—

1861.....	$690,646 88
1860.....	585,140 94
Increase.....	$105,505 94

The net receipts of the Harlem Railroad for April are as follows:

April, 1861.....	$97,291 09
" 1860.....	90,463 00
Increase.....	$6,828 09

The net receipts for the same month, for the last four years were as follows:

1858.....	$79,933 47
1859.....	81,608 89
1860.....	90,463 00
1861.....	97,291 09

The receipts of the Eighth Avenue Railroad during the first quarter of this year were as follows:

January	$31,237 70
Febrnary	27,688 25
March	29,128 10
Total	$88,054 05

The earnings of the Milwaukee and Prairie du

Chien Railroad, in April, 1861, were ..	$46,221 11
April, 1860.....	45,810 59
Increase.....	$410 52
First four months of 1861.....	$184,232 97
Do. do. 1860.....	155,132 52
Increase.....	$29,100 85

The earnings of the Chicago and Northwestern Railroad for April, 1861, were:

Passengers.....	$21,516 69
Freight	37,679 50
Express.....	731 25
Mail	1,416 66
Total.....	$61,344 10
Corresponding month, 1860.....	50,357 06
Increase.....	$10,987 04

Street Tramways.

On Saturday, the 23rd instant, Mr. Train opened his first line of street or road tramway for public traffic. The line extends for about a mile in length from the Marble Arch towards Notting-hill. The tramway is about the width of a narrow gauge line, having plates of five inches wide to run on a flat ledge about two inches wide on the outside portion of the plates is raised half-an-inch from the port on which the wheels run forming the flange which keeps the carriage on the line. The carriages are spacious, handsome, and convenient, capable of accommodating 20 persons inside sitting and 12 standing. They are about 14 feet long by 6 feet wide in the clear. Two horses draw each carriage which it appears was well filled every trip, the novelty having attracted a large number of persons to the locality. The traveling is very pleasant while the carriages are enabled to keep on the track, but it sometimes happens that the carriage gets off the line and then there is some difficulty to get it on again. The flange of the tramway should probably have an inch rise instead of half-an-inch. It is very doubtful whether this contrivance will be of much use in the crowded thoroughfares of London, although it might be very useful and agreeable to travelers on roads in the suburban districts. It appears that efforts will be made to get permission to run a line into the City through Cheapside and Cornhill, and another by way of Moorgate and the City-road. Also a line from Westminster, along Fleet-street by St. Pauls, to Cannon street.

The event was celebrated at St. James's Hall, by a grand dinner to which 400 guests were invited and at which Mr. Train presided, supported by many friends on his right and left. The proceedings were of an interesting character throughout, many gentlemen connected with railways were

present, and several literary gentlemen favored the assembly with speeches on various topics. Mr. Train exerted himself manfully to animate the entertainment, and every one seemed pleased with him.—*Herapath, March* 30.

Journal of Railroad Law.

POWER OF THE GOVERNOR TO APPROVE BILLS AFTER THE ADJOURNMENT OF THE LEGISLATURE; GENERAL AND SPECIAL ACTS RELATIVE TO THE FORMATION OF CORPORATIONS.

We have heretofore reported in the Journal the case of the People *vs.* Bowen *et al.* in which it was held by the General Term of the New York Supreme Court that the Governor had no power to sign any bills after the adjournment of the Legislature. The question is one of vital importance involving immense interests, and would, if this decision had been sustained, have rendered invalid many acts and laws whose validity has never been doubted. We, therefore, now give the decision of the Court of Appeals to which the case has been carried, reversing the decision of the General Term, and holding that the Governor has power to sign bills after the adjournment of the Legislature.

The action was brought against the defendants for assuming to, and acting as a corporation, without authority of law. The complaint alleged that the defendants claimed to exercise the franchise under the "act to incorporate the Metropolitan Gas Light Company of the City of New York." It averred that the act never was a law, because the bill was signed after the adjournment of the Legislature. The following is the decision of the Court of Appeals.

DENIO, J.—The provision of the constitution under consideration seems to me naturally to refer to two classes of cases, namely, to bills in respect to which the two houses of the Legislature and the Governor shall agree in sentiment; and, secondly, to those in which they shall differ. In respect to the former class, the provision is extremely brief. After declaring that "every bill which shall have passed the Senate and Assembly shall, before it becomes a law, be presented to the Governor," it adds, "if he approves, he shall sign it;" and this is all which is said respecting bills where there shall be a concurrence on the part of the Governor with the houses. The remainder of the section is devoted exclusively to the consideration of cases in which the Governor shall not approve of bills which have been presented to him on the part of the houses; and the subject of those, in respect to which there has been no difference of opinion, is not again adverted to.

Specific directions are given for the purpose of bringing about a reconsideration, by the Senate and Assembly, of bills to which the Governor shall have objected; and a new scrutiny is required to be had under which such bills are to become laws, notwithstanding the Governor's objections, provided two-thirds of all the members present in such house shall so determine. The case was then to be provided for where the Governor should neglect or refuse to act upon a bill. Such neglect is not to be permitted to thwart the bill of the Legislature, and the remainder of the section is occupied with a provision to meet that case. It is as follows: "If any bill shall not be returned by the Governor in ten days (Sundays excepted) after it shall have been presented to him, the same shall be a law in like manner as if he had signed it, unless the Legislature by their adjournment, prevent its return, in which case it shall not be a law." It is plain that this relates exclusively to bills which the Governor has neglected to approve and sign. It is such bills, and not those which he approved and signed, which are not to become laws on account of a prematnre adjournment of the Legislature. The provision does not qualify the mandate contained in the earlier part of the section, by which it is enjoined upon the Governor, that if he approves of a bill, he shall sign it. I am, therefore, of opinion that there is nothing in the language of the constitution, forbidding the approving and signing of a bill, by the Governor after the session of the Legislature shall have terminated by an adjournment. If he cannot legally do so, it is on account of some implication arising out of the nature of the subject or of the act to be performed, or the general arrangements of the constitution.

The leading idea of the Constitution is, that a concurrence of the legislative and executive branches shall always be sufficient to enact a statute, and that, in certain cases, the two houses alone shall be sufficient; but this is only where the objection of the executive branch shall have been considered and overruled by an extraordinary majority in the houses, and again where the Governor neglects his duty by withholding his opinion.

It is argued that, upon the construction which I have suggested, no time whatever is fixed within which bills are, in such cases, to be signed, and that if it can be done after adjournment, it may be done at any indefinite period thereafter; and that the inconvenience would rise, that it might remain a long time uncertain whether a measure which has received the assent of both branches of the Legislature, should eventually be a law or not. This consequence will certainly follow, unless there is an implication arising out of the fixing of a period of ten days for the consideration of bills presented to the Governor while the Legislature remain in actual session. It is plain that the authors of the Constitution considered that period sufficiently long for the performance of that duty; and I think he would not be justified in acting upon a bill after his ten days had elapsed, whether the session continued or not. But, if this were otherwise, it would not afford a reason for adding to the constitution by a judicial determination, a qualification of the power of the Governor to approve bills which is not contained in the instrument. The Constitution does not often describe detailed provisions for the regulation of the departments of the Government. A general power is usually conferred, and it is then left to the Legislature to provide by law as to the time and manner of its performance. But if we concede that the limitation of ten days does not apply, and cannot be fixed by law, I am of opinion that the concession would not authorize a determination against the existence of the right to approve bills after the adjournment. It would plainly be the duty of the Governor to act upon such bills as had been left in his hands on the adjournment, at the earliest practicable time thereafter.

The nature of the duty, and the inconveniences of delay, would sufficiently inculcate the obligation of diligence in that respect. The Governor, it is true, may by neglecting his duty, betray the trust committed to him; and so, in a variety of ways, he may, by official dereliction, endanger the very existence of the Government.

It has been urged, by the counsel for the people, that the power vested in the Governor is not to be looked upon in the light of a participation on his part in the law-making power, but rather as an authority of an executive character, to require, under certain circumstances, a reconsideration by the Legislature, of measures already adopted by it, and a larger proportion of concurring voices to be given in order to confirm what has been done. This being taken to be the nature of the power, it is further urged that it cannot be applied to bills left in the Governor's hands at the period of adjournment, although the ten days allowed for consideration had not expired; because, as it would then be impossible for him to require a reconsideration, and as that is the only function, according to the argument, confided to him, it having become incapable of performance in respect to such bills, he has no duty to perform concerning them. In confirmation of this view, the first section of the third article is referred to, which purports to vest the legislative power of the State in the Senate and Assembly; whence it is argued that no portion of such power can reside elsewhere. The question as to the nature of the Governor's agency raises, I think, rather a dispute about terms, than one concerning the substance of things. Whatever the authority, touching the enactment of laws, with which the Governor is clothed, shall be called, it is of the same general nature with that which is exercised by the members of the two houses. He is to consider as to the constitutionality, justice and public expediency of such legislative measures as shall have been agreed upon by the two houses, by the ordinary majorities, and be presented to him; and he is to accord or withhold his approbation, according to the result of his deliberation. This is plainly the function of a Legislature. The sovereign of England, who is charged with the same duty in respect to acts of Parliament, is considered to be a constituent part of the Supreme legislative power. It is true that his determination to disapprove a bill deprives it of any effect: while one disallowed by the Governor may yet be established by an extra-concurrence of votes in the houses. Thus, though the action of the executive is less potential here than in England, the quality of the act, namely, deliberating and determining upon the propriety of laws purposed to be enacted, is precisely the same. Besides making his determination, the Governor is required, in case it is unfavorable to the law, to submit his objections to the Legislature, which is to examine them, and again pass upon them in the light of the discussion which they have thus undergone. To my mind, it is clear that this involved a participation on the part of Governor, with the two houses of the Legislature, in the enactment of laws. It would not be correct language to say, that he forms a branch of the Legislature, for the Constitution has limited that designation to the Senate and Assembly; but it would be equally incorrect to affirm, that the sanction which he is required to give to or withhold from bills before they can become operative,

does not render him a participator in the function of making laws. I am, therefore, of opinion that it is not a just construction of the power entrusted to the Governor to consider as merely an authority to require a further consideration of bills which he shall disapprove. In one respect, the effect of the Governor's determination is different when the Legislature is in session and when it is not. In the latter case, if he approves, the concurrence of the whole law-making power is secured precisely as though the Legislature was in session. The bill has received the concurrence of all the functionaries which the Constitution requires should unite in enacting a perfect law. He cannot state objections, for there is no public body in existence to whom they can be submitted. If he neglects to act, which he will, of course do if the bill is disapproved of by him, it falls to the ground by the express provisions of the Constitution; for the grounds of his disapproval cannot be passed upon by the Legislature. But if the proposed law meets with his approval, there is no reason why the public will, expressed by all the official bodies and persons with whom the Constitution has entrusted the province of making laws, should fail of effect. It has been agreed, that, as the Governor cannot, in the recess of the Legislature, compel the reconsideration of bills to which he is unwilling to yield his consent, he might be induced to approve those which are, in some respects, objectionable, but which contain other provisions, important to the public welfare. This argument is not without force: but I think it should be assumed that he would never interpose a veto to a bill which he did not conscientiously believe ought not to become a law, and that he would never approve one to which such objections, in his opinion, existed. Should a bill of the character suggested be left in his hands at the adjournment, the remedy for the public inconvenience, which might be occasioned by the failure to enact the sound parts, would be found in the power to again call the Legislature together which is vested in him for this and the like occasions.

Some other reasons of less cogency than those which have been mentioned, were urged on the argument. They have received the attentive consideration of the judges; but we are of opinion upon the whole case, that the act under consideration is not void on account of its having received the executive approval after the Legislature had adjourned.

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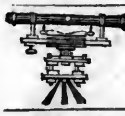
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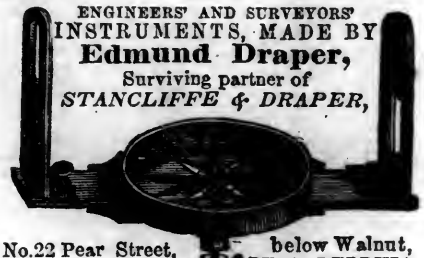
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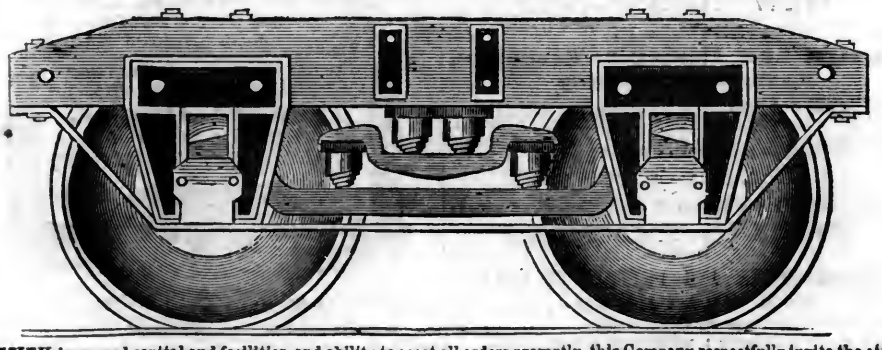
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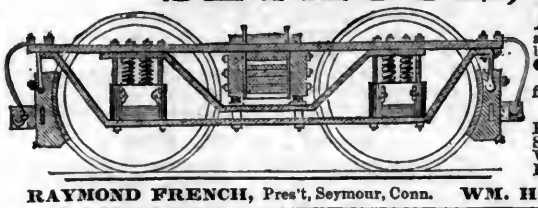
CHARLES D. GIBSON, Treasurer. **COURTLANDT PALMER, Pres't.**

Jan. 14, 1860. **RICHARD VOSE, Secretary.**

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(SUCCESSORS TO DWIGHTS, FRENCH & CO.,)

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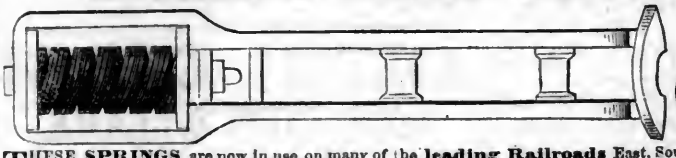
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Communicated by Major W. H. BELL, Major of Ordnance, to Colonel H. K. CRAIG, Chief of Ordnance, by order of Hon. JOHN B. FLOYD, Secretary of War.

WASHINGTON ARSENAL, December 10th, 1857.

COLONEL H. K. CRAIG, CHIEF OF ORDNANCE, Washington, D. C.

On the whole, this Train is considered a very great improvement over the old train of powder or match, and is susceptible of ranges of application to military and civil purposes or cases, far wider, more important, more numerous and useful, than the old train now in use could ever be applied to.

I am, sir, most respectfully, your obd't servant,

W. H. BELL, Major of Ordnance.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 18, 1861.

Pittsburg, Fort Wayne and Chicago R. R.

We have received the report of this company for the fiscal year ending December 31, 1860, from which we learn that the earnings during that time were:

From local freights	$464,391 84
" through "	845,322 95
" express "	31 300 00
" local passengers	203,938 46
" through "	231,501 26
" mails	93,900 00
" rent of road	83,809 33
" rents	7,376 78
" miscellaneous sources	3,766 89
	$2,335,353 83

And the expenses were:

Conducting transportation	$332,508 67	
Motive power	533,349 05	
Maintenance of way	510,579 34	
" cars	150,720 23	
General expenses	46,641 58	
		1,573,798 87
Leaving as net earnings		$761,554 96

—being 33⅓ per cent. of the gross earnings.

Compared with the previous year, the gross earnings show an increase of $369,366 03
with an increase in expenses of 282,465 92

Making the increase in net earnings .. $86,900 11

The gross earning per mile of road were $5,000 76, and the earnings per mile run by trains were $1 29.3. The net earnings show an advance of $186 08 per mile of road, and 2.3 cents per mile run by trains.

Comparing the different classes of earnings with those of 1859, we find that the revenue from local freights has increased $48,932 12; from through freights, $296,649 94; from local passengers, $13,932 59; from rent of road, $17,809 33; from rents, $3,544 52; and from miscellaneous sources, $582 57—while a decrease of $7,897 92 is shown in the earnings from express freight, and $4,186 12 from through passengers.

The expenses of operating, etc., show an increase of 23.4 per cent. The expenses per mile of road were $3,370 02; and per mile run by trains, 87 cents—showing an increase in the first item of $604 85; and in the latter of 10 cents.

The increase in the several departments of expense has been as follows: in conducting transportation $47,618 49, or 16.7 per cent.; in motive power, $72,583 94, or 17.7 per cent.; in maintenance of way $159,180 58, or 53.8 per cent.; in maintenance of cars, $13,837 51, or 10.1 per cent. A decrease of $10,754 60 is at the same time shown in general expenses, equivalent to 18.2 per cent.

Tables are given showing the local and through tonnage, the mileage of, and revenue derived from the same; also the number of local and through passengers carried, the mileage of, and revenue derived from the same, compared with the previous year. From these we learn that there were transported over the road during the year 465,204 tons of freight, (of which 214,885 tons were local, and 250,319 through), the mileage of which was 78,223,319—being an increase of 102,598 tons, or 28.4 per cent., in the amount transported; and 19,802,114 tons, or 33.9 per cent., in the number carried one mile, and 35.8 per cent. in the revenue received.

The increase in the local tonnage has been 14.9 per cent., and in the through tonnage, 42.6 per cent.; in the revenue from local tonnage, 11.8 per cent., and from through tonnage, 50.4 per cent.

During the year 436,664 passengers were carried over the road, (of which 364,602 were local, and 72,062 through) the number carried one mile being 30,434,289—showing an increase of 23,347, or 5.6 per cent. in the number carried; and of 1.2 per cent. in the revenue received from them, while there is a decrease of 670,153, or 2.1 per cent. in the number carried one mile. The increase in local passengers has been 8.7 per cent.; in the number carried one mile, 5.4 per cent, and in the revenue received 3.3 per cent.; while a decrease is shown in the through passengers of 7.3 per cent., in the number carried one mile, 8.3 per cent., and in the revenue received, 1.1 per cent.

Tables are also given exhibiting the number of miles averaged in the transportation of local and through freight, and the average revenue per ton, and per ton per mile for each class; also the same species of information in regard to the passenger business. The most important fact exhibited by these tables is the excessively low rates obtained by this company on its legitimate local business, differing but little from the rates obtained on through tonnage, in which an eager and incessant competition is being exercised by rival lines. Another noticeable feature is, that the result of each year's business since the organization of the company has shown that the rates on local tonnage have regularly diminished, so that at the present time they are barely remunerative. In 1857, they averaged 2.8 cents per ton per mile; in 1858, 2.2 cents; in 1859, 1.8 cent; and in 1860, 1.7 cent per ton per mile.

The income account for the year ending December 31, 1860, is as follows:

	Cr.
Earnings, as above	$2,335,353 88
Balance December 31, 1859	266,879 61
Do., December 31, 1860, being deficit of earnings the past year	43,033 55
	$2,645,266 99
	Dr.
Expenses, as above	$1,573,798 87
One year's interest on bonds	629,291 25
Interest on floating debt	43,409 17
Discount on currency	6,337 60
Taxes	59.009 17
Drawbacks and overcharges	32,295 88
Expenses of receivership and sequestration	34,245 44
Balance December 31, 1859	266,879 61
	$2,645,266 69

In the report of this company for 1859, the total deficiency at the close of that year was stated at $236,510 04; but returns and settlements subsequently made have increased it to $266,879 61—being a difference of $30,269 57; which is composed mainly of interest accrued prior to January 1, 1860, on bonds issued since that date in settlement of claims against the company.

A comparison of the annexed exhibit of the financial condition of the company with that of the preceding year, shows an increase of $885,697 58 in its capital and liabilities, viz: capital stock, $89 20; funded debt, $1,016,985; bills payable of receiver (this item not existing in 1859) $32,912 13; current expenditures for account of construction and transportation, $17,418 40—less an apparent decrease of $181,676 15 in the floating debt, and $31 of scrip, convertible into construction bonds at par. The reduction in the floating debt does not exhibit as important results as have actually been accomplished, in consequence of the addition to this class of liabilities of almost one year's interest on the outstanding bonds of the Company. There has been retired during the year $3,000 of notes of the Fort Wayne and Chicago Railroad Company; $270,270 21 of the acceptances of this company; $3,786 15 of the warrants or scrip issued in 1857, for labor and materials; $22,101 05 of liabilities incurred in the construction of the road; $437,114 99 of the debt to the Pennsylvania Railroad Company for iron, etc., used in the extension of the road west of Plymouth; $6,162 87 of liabilities incurred in the operation of the road prior to the receivership, and $76,777 88 in other accounts—the whole amounting to $819,213 15; and the deduction of $635,537 of coupons for interest matured and unpaid on the bonds of the company, together with $2,000, the amount of a bond and mortgage of the Ohio and Pennsylvania Railroad Company, erroneously credited back to that company in 1859, will give the above apparent net reduction of the floating debt. The amount of this debt is stated at $1,727,161 52, but virtually it is $2,382,051 52—the addition being composed of $654,890 still outstanding of the so-called sinking fund bonds, issued in 1858 in exchange for 18 months interest on certain bonds of the original companies, and which, in consequence of the interest on them not having been paid during the past year, revert, according to the deed of trust under which they were issued, to their original state.

The increase in debts of the original companies assumed by this company is $15,884 06; in expenditures on account of permanent way, station grounds, equipment, etc., $553,406 05; in discount on bonds, $274,039 55; in unapplied materials $58,243 74; in cash, $71,979 19; and in balance to debit of income account, $73,403 12—making a total of $1,046,955 71. Less decrease in cost of real estate, $130,018 27; in available assets, $28,954 74; and in doubtful and bad assets, $2,285 12—a total decrease of $161,258 13; making the net increase in property and assets, $885,697 58.

The construction expenditures during the year were $49,816 99 on the eastern division, extending from Pittsburg to Crestline, a distance of 188 miles, and $503,589 06 on the western division, 249 miles. The large expenditures on the western division is chiefly the result of the purchase of valuable and extensive depot grounds in Chicago, and the expense attendant upon the extension of the track thereto; the graduation of three street approaches, and the construction of the same number of bridges over the tracks in that city; an increase in the equipment; a large amount of fencing; additions to the machine shops and machinery therein; the settlement of several heretofore unadjusted claims for right of way, and payments made to secure the necessary right of way in Chicago, and the erection of new station houses at Fort Wayne, Plymouth and Hanna, together with additions to the fixtures and appurtenances of those previously built. Almost the entire amount of the increase in the discount on bonds is caused by the large number of construction bonds issued during the year. This increase is composed of $731 25 on the Bridge bonds of the Ohio and Pennsylvania Railroad Company; $271,808 27 on the Construction bonds; and $1,487 23 on the real estate bonds of the company.

The reduction of the floating debt for the year has been $819,213 15; and at the close of the year it was (exclusive of over-due coupons) $814,484 02. At the date of the report, March 28, 1861, a still further reduction had been made, leaving it at that time about $750,000.

In reference to the re-organization of the company, the President says:

During the past year, the several committees entrusted with the duty of maturing a plan of re-organization, have perfected the same, and so far as heard, it seems to be very generally acceptable to all the parties in interest. To carry into effect the plan agreed upon, it was very important that appropriate legislation should be had in all the States through which the road passed. The necessary legislation was had in Pennsylvania just after the close of your annual meeting in March last. In Illinois and Indiana the legislation asked for has just been had. A bill is now before the Legislature of Ohio, (having passed the Senate,) and we have reasonable assurance it will become a law before the close of the present session.* So soon as the necessary legislation is had, it is expected that the committee having the matter in charge, will press forward the re-organization, so that the property may be got out of the courts by midsummer,

The complication in the management of the business of the road, by reason of a conflict of jurisdiction between the United States Circuit Court for the Northern District of Ohio, and the District Court of Alleghany County, Pennsylvania, each of which Courts had appointed officers to take charge of the road, was happily terminated early in May last, by the District Court of Alleghany County discharging its sequestrator, and thus putting the entire property in charge of the Receiver. The legal conflict and attendant troubles, doubtless materially diminished the earnings during the first three months of the year and increased the expenses in the subsequent months, by reason of the unavoidable neglect of the road, growing out of the peculiar surroundings of the case.

During the year there was placed in the track 301,741 new cross ties, 42,000 new chairs, 4,000 kegs of spikes, 1,000 tons of repaired rails, 3,800 tons re-rolled rails, and 1,300 tons of new rails, at an aggregate cost for materials alone of $250,000, which is equivalent to the building of sixty miles of new track. Three new station-houses have been erected. One at Fort Wayne, another at Bucyrus, and the third at Valparaiso. At Fort Wayne, a very substantial brick building with tin roof was erected, at a cost of $12,000. The building at Bucyrus is a neat frame, erected at a cost of $1,500, and is designed for both passengers and freight. The station house at Valparaiso was contracted for in 1859, but built during the year, at a cost of $1,000.

The smith, carpenter and machine shops at Alleghany City have been enlarged by adding a story to each of the two last, and extending the former in length, covering all with galvanized iron roofs, at a total cost of $4,000. Substantial car shops have been erected at Fort Wayne, at a cost of $7,000; $2,500 has also been expended for tools. The report says:

The board has purchased in Chicago for a passenger station, two entire blocks of ground, fronting 852 feet on the Chicago river, and otherwise bounded by Madison, Canal and Adams streets, at a cost of $333,000, payable on the 1st day of May, 1865, interest at six per centum per annum, payable semi-annually.

The United States Circuit Court directed the Receiver to pay the interest on the purchase money due in November, 1860, and May, 1861. This plot of ground (852 by 255 feet) is sufficient to furnish passenger accommodations for all the railroads running north and west from Chicago; and it is believed most of them will sooner or later avail themselves of so eligible a location in the very centre of the population of the City, to unite in forming a Union Passenger Depot on these grounds. At the present time, the Chicago, Alton and St. Louis Road is the only one occupying these grounds in common with our road.

In the month of December, the track of your road was extended not only to these grounds, but, in conjunction with the North-western Railroad Company, was carried north through the city to the station of that company, and also to connect with the tracks of the Chicago and Milwaukee and the Galena and Chicago Union Railroads. This extension connects the track of your road with the track of every road running north and west from Chicago, and has been the cause of bringing to the road, ever since, a large trade not hitherto enjoyed. The advantages, in the future, of this connection to the freight, as well as the passenger traffic of the road, cannot well be now estimated, but must be very great. As yet, only very cheap passenger accommodations have been provided, but permanent buildings should this year be commenced.

The business of the road during the past year, and thus far in the present, is sufficient to reassure you that there is a value in your property somewhat commensurate with its cost. As the country along the line of the road, and especially west of Crestline, becomes developed—as it soon must—the local traffic will very largely increase, and eventually equal the "through" traffic; the latter being now nearly double the former as regards freight. Up to the first of this year, our advantages as a through line between Chicago and the Atlantic cities were hardly recognized by our competitors; but another year will, we think, give us a position equal to any of the through lines—from which corresponding benefits must flow, and will be exhibited in increased business and earnings.

The mileage of engines during the year, compared with the preceding year was as follows:

	Eastern Div.	Western Div.	Total.
1860	1,067,422	881,079	1,948,501
1859	956,855	902,176	1,859,031
Increase...	110,567	.....	89,470
Decrease ..	.....	21,097	.....

* The Law of Ohio was published in the *Journal* of April 20th. That of Indiana will be found in the present issue. And those of Illinois and Pennsylvania will be given in the next and succeeding numbers.

The following statement exhibits the condition of the company at the close of the fiscal year, December 31, 1860:

Capital stock			$6,266,367 12
Funded debt, ($9,910,655,) viz:			
1st mort. O.&P.R.R., due	July 1,'65	1,000,000 00	
2d " " "	Jan. 1,'66	750,000 00	
Income " "	Ap'l 1,'73	1,988,000 00	
Bridge " "	May 1,'76	207,000 00	
1st mort. O. & I. "	Feb. 1,'72	1,000,000 00	
2d " " "	Oct. 1,'73	380,000 00	
3d " " "	Sep. 1,'64	17,000 00	
1st " Ft. W. & C. "	July 1,'73	1,250,000 00	
Real estate " "	Dec. 1,'66	498,000 00	
Mort. construction "	Jan. 1,'87	1,778,000 00	
" redeemable "	Jan. 1,'87	2,000 00	
Real estate "	Dec. 1,'66	103,000 00	
Sinking fund "	Jan. 1,'63	282,765 00	
" " "	Feb. 1,'63	90,510 00	
" " "	Ap'l 1,'63	230,895 00	
Chicago Depot		333,485 00	
Scrip conv. into mort. constr. bonds.		1,756 00	
Floating debt, ($1,727,161 52,) viz:			
Bills payable O. & P. R. R. Co.		6,000 00	
" O. & I. "		8,795 00	
" Ft. W. & C. "		6,766 53	
" P., Ft. W. & C. "		506,601 92	
Warrants payable		29,875 64	
Construction accounts payable		18,245 34	
" " Penn. R. R. Co.		75,639 89	
Transportation " payable		77,406 55	
Other " "		85,153 15	
Coupons past due		912,677 50	
Current liabilities		249,177 18	
		$18,155,116 82	
Cost of road, August 1, 1856:			
Ohio and Pennsylvania Railroad		$6,079,971 23	
Ohio and Indiana "		3,235,057 99	
Ft. Wayne and Chicago "		1,757,515 46	
Total		$11,072,544 68	
Balance of account, Aug. 1, 1856:			
With Ohio and Pennsylvania Co.		231,239 16	
" " " Indiana "		247,934 99	
" Ft. Wayne and Chicago "		102,486 74	
Total cost to August 1, 1856.		$11,654,205 57	
Expenditures since:			
On Eastern Division		1,056,035 24	
On Western Division		2,352,677 03	
Discount on bonds:			
Pennsylvania Railroad Co.'s		2,975 00	
Bridge bonds of O. & P. R. R. Co.		34,106 25	
Ft. Wayne and Chicago 1st mort.		169,080 01	
P., Ft. W. & C., mort. construction		464,611 14	
" " real estate		65,069 58	
Premium stock:			
Of Ohio and Pennsylvania Co.		530,825 95	
Of Ft. Wayne and Chicago Co.		71,522 77	
Total cost of road		$16,401,108 54	
Real estate		784,497 81	
Cash on hand		124,357 08	
Stocks & bonds of other companies		91,100 09	
Materials on hand		181,890 49	
Cash and cash items		233,255 47	
Sundry accounts receivable, bad and doubtful		28,994 27	
Balance of income account		309,913 16	
		$18,155,116 82	

OFFICERS.

Receiver—Wm. B. Ogden.
President and General Sup't—G. W. Cass.
Vice President—Samuel Hanna.
Secretary—Augustus Bradley.
Auditor—T. D. Messler.
Treasurer—J. P. Henderson.

Pittsburg, Fort Wayne and Chicago R. R.

The coal tonnage of the Pittsburg, Fort Wayne and Chicago Railroad for the year ending December 31, 1860 was 103,351 tons.

The St. Lawrence Route.

In the Legislative Council, the Honorable Mr. Merritt rose to move the appointment of a committee to investigate the course of trade from the West to the seaboard, and said:—The St. Lawrence used to command the trade of the west, and even of the south shore of Lake Ontario. The trade of every tributary of the St. Lawrence went up and down it, and the whole trade of the Lakes with Great Britain went by this channel. Since that time, however, almost the whole of the trade of the West had been diverted, and now went down the Hudson to New York. The committee he wanted was for the purpose of investigating the cause of this unnatural change. The Welland Canal, commenced in 1824, was for a time successful in regaining the trade; but when the Erie Canal was completed, it was lost again. Inquiries into the canse of this had often been made. In 1849, a commission was appointed to investigate it. In 1850, he had drawn up a report which showed that, in 1847, there were 95,000 emigrants landed at the port of Quebec, while at New York there were only 88,000, whereas in three years the number at New York increase to 300,000 and decreased at Quebec to 32,000. There must be some striking cause to produce so striking an effect. In his former investigation he had the advice of the Boards of Trade of Quebec and of Montreal, but had failed to perceive that reason. He was now, however, convinced that the cause was this: the Cunard line, when first established, went to Halifax and Boston, and did not affect our trade with the West, because neither of those places were on the river leading up to it; but the Collins line was subsequently established by New York merchants with the aid of a Government subsidy of $800,000, and Mr. Cunard then found that he had to go there too. These two lines of steamers displaced the packet ships which had formerly been in the first-class passenger trade, and threw them into the emigrant business. But as there were no emigrants back to Europe they took freight at a very cheap rate, as low indeed as 6*d.* or 1*s.* per bushel for grain, and this gave the command of the trade to New York. It remained to be seen what further diversion the Galway line would effect, and on that score he believed the Government had made representations and done all they reasonably could be expected to do. We once had the whole of this trade, which was a proof that we could get it again. Nobody could deny that the St. Lawrence was a natural channel for the trade of the West. A report had been made by Mr. Thomas Keefer in 1852, and another by Mr. Samuel Keefer, in which they entered fully into the subject of deepening the rapids; and honorable gentlemen would hardly believe that there were only three rapids between Lake Ontario and tide-water. There were the Coteau rapids, the Cedars, and the Gallops—besides a small rapid at Lachine, and the whole of these could be removed for the trifling sum of £30,000 or £50,000 at most, so that a vessel drawing 10½ feet could come from Lake Ontario to Quebec without any obstacle whatever. The Board of Works' report last year gave the cost of deepening the canals. It was stated that the Beauharnois canal could be deepened for $250,000, and that was the only one they wanted deepened now. There was no doubt whatever that these works should be undertaken at once. But there was another recent improvement in the matter of transportation. Canals were at one time indispensable. Now we had railways too. Canals were still necessary for some descriptions of traffic; railways for another. The Americans had just become sensible that for railways to compete with canals, under ordinary circumstances, was a failure, and had just put fifty per cent. on their tolls, which would enable us to put tolls on our canals again and get a revenue to pay the subsidy to the Canadian line of steamers. A daily line was what we wanted. Our mail line now carried only 30,000 bushels of wheat; if they were to run a daily line they could carry 6,000,000 bushels. Even this was not enough; Quebec ought to export 18,000,000. With the necessary preparations she could handle all that came down the St. Lawrence. He would now show the plan he proposed to adopt. All were aware what Toledo was. It was a city into which three separate lines of railways ran—one from the valley of the Wabash, one from that of the Ohio, one from that of the Illinois. He proposed to establish a line from Toledo to Quebec, and he read the following statement, showing the amount of capital required to establish a line of steam communications from Toledo, over the Welland Railway to Quebec:—

The capital already expended on constructing the Welland Railway, 25 miles in length, is	$1,300,000
Remaining to be provided, 6 propellers of 1,000 tons burden, with a speed of 12 miles per hour, from Port Dalhousie on Lake Ontario to Quebec, 500 miles at $30,000	180,000
Contingencies	20,000
Total inland capital	$1,500,000

Toledo to Port Colborne on Lake Erie, a distance of 275 miles, makes in all 755 miles; to which add 2,500 miles for ocean steamers, making a distance of 3,255 miles from Lake Erie to Liverpool.

With the present rolling stock on the Welland Railway, 40,000 bushels of grain per day can be carried from Lake Erie to Lake Ontario at 2 cents per bushel	$800
Elevating at ¼ cent. per bushel (paid by shippers)	100
Making receipts equal to	$900
Less working expenses per day	200
Net profit	$700

200 days per season will yield $140,000. With an additional capital of $50,000, an extra elevator at Port Colborne, 50 hopper cars of 200 bushels each, with one engine, a weighing machine, and a receiver at Port Dalhousie, can be erected, and carry over the road 10,000 bushels per trip, 4 trips or 40,000 bushels of grains per day.

The expense of elevating from vessel to car is ¼ of a cent. per bushel (paid by shippers), equal to $100 per day, more than sufficient to cover the expense of removing and transhipment from lake to lake, as the cargo is spouted into the hold of a vessel on Lake Ontario, after descending by its own gravity, leaving a clear profit to the company of 2 cents per bushel, amounting to $800; or at 200 days per season, $160,000.

After making a dividend of five per cent. half yearly on the share capital of $1,500,000 the surplus will be reserved for the purpose of erecting additional elevators, ware-houses, rolling-stock, and laying a double track between the two lakes, estimated at only $400,000 1 line of steamers between Port Dalhousie, carrying 25,000 bushels is estimated at 6 cents per bushel	$1,500
200 tons of freight at 2 cents per ton, returning	400
Will make gross earnings	$1,900
Less expenses, 10 days at $100 per day	1,000
Net earnings per trip	$900
20 trips per season	$18,000
This will give a dividend of 25 per cent. on cost of propellers, $30,000	7,500
Leaving a surplus of	$10,500

The surplus (after paying a dividend of 25 per cent. to the shareholders) will be reserved for the purpose of building additional propellers from year to year as the trade increases.

200 tons may be considered extravagant for return freight per day, judging from the present quantity, but this line intersects the Buffalo and Lake Huron Railway at Port Colborne, from whence it is but 140 miles over a comparatively

level road to Lake Huron, where that company has already connected by a line of propellers with Lakes Michigan and Superior, this being the shortest and quickest route for the supply of every port on these lakes, whether from New York or Quebec. Preparations have already been made on a large scale at Port Dalhousie for the trans-shipment with despatch from vessels to car, on the principle of Sir William Armstrong's self-acting crane, which can transfer a ton per minute. Everything connected with the Welland Railway is made with a view to the increased magnitude of the trade, and above of sufficient burden; therefore it is not necessary to estimate additional capital for their construction.

With these large propellers a reduction in price of inland freight is estimated of 100 per cent. (see the relative profits between large and small vessels between Chicago and Buffalo, 1,000 miles, Public Works report).

Tons.	Gross Receipts.	Expenses.	Profits.
600	$2,505 00	$905 00	$1,600
300	1,237 50	727 50	579
Difference	$1,267 50	$177 50	$1,090

The actual cost of running propellers of the American Great Western Transportation Company is 85 cents per mile. The cost of running propeller *Oriental* 950 tons was 78 cents per mile.

Estimated reduction between Chicago and Liverpool:—

	Miles.	Present rates, in cents.	Proposed rates, cents.	Reduction, cents.	Cents.
Chicago to Port Colborne	1,000	16	7	9	
Welland Railroad	25	2	2	0	11
Port Dalousie to Quebec	570	8	6	2	
Insurance, etc.					2½
Commission					2½
When elevators are erected at Quebec the reduction on transhipment will be					3
Ocean freight now charged at 26 cents will be reduced to 19,* making					7

Thus the total reduction in the estimate of transportation between Chicago and Liverpool *via* Quebec will be ..... 26 cts.

Besides shortening the time from 28 to 18 days, 30,000 bushels of grain per day for 200 days will only give 6,000,000 bushels per year, which is as much as our present mail line could carry supposing they sailed daily.

Quebec connects the valley of the Ohio, the valley of the Wabash, Mississippi and Missouri, all of which are connected by railway, and the Ohio and Wabash Canals with Toledo, thus the greatest producing and the greatest consuming countries are connected by Quebec.

The only competition for this immense grain trade is *via* Buffalo and New York, where they have in addition to twelve elevators and warehouses, already built and erected seven more during the past season, with a storage capacity of 3,560,000 bushels and capable of elevating from vessel to canal boat or railway car 1,000,000 bushels per day; and Oswego, where they have at least one-half of the number of elevators. Contrast these ports with Quebec, where there is not one elevator erected.

The following facts are extracted from the Board of Works report, 1858:

"It is undoubted that a very large share not only of the western foreign trade in grain but of the Canadian finds its way to the sea-board and the Eastern States through American channels. It is equally certain that the best and cheapest channel of commerce, as regards transportation, is a natural navigation such as by sea, lake, or river, in contra-distinction to the artificial navigation by canals, the latter requiring a heavy outlay for working superintendence and repairs, in addition to the original cost of construction. Now it is equally undeniable that Canada possesses (with the exception of 25 miles of canal) these advantages from her geographical position.

And yet the arrivals at the two ports of Buffalo and Oswego alone have during the last five years averaged 1,313,277 barrels of flour and 27,527,088 bushels of grain, while the average shipments from Canadian ports seaward have been but 205,821 barrels and 972,625 bushels.

The shipments from Toronto alone from the 1st September to the 31st December, 1859 were—

Flour, barrels	63,627
Wheat, bushels	805,224
Barley	107,364

Of which the ports of Montreal and Quebec received but 19,715 barrels and 21,691 bushels of wheat, or about 2 per cent. only of the latter, the remainder finding its way to Oswego and other American ports of Lake Ontario.

The entire shipments by sea from Canada last year were only 140,235 barrels of flour, 58,629 bushels of wheat, and 439,328 bushels of other grain."—*Canadian News.*

North Missouri Railroad.

The Board of County Commissioners have ordered that the North Missouri Railroad Company be released from paying to the County any interest that may have accrued against it by reason of its last subscription of $750,000 to the capital stock of said company, and from all payment in future to the County of any interest, on account of said subscription to the capital stock of said company, on condition that the State shall grant legislation sufficient to complete said road to Iowa, and for the building up of the Missouri Valley Road from the North Missouri Road to St. Joseph.

It was further ordered that the President of the Board of Commissioners be requested to communicate the above information to the Governor, and inform him that in addition to the $750,000, St. Louis county holds $500,000 of additional stock in said company, making in all $1,250,000, and that he be requested to refrain from selling said road, whereby this amount of the means of the county would be irretrievably lost.

That the President of the Board be further requested to inform the Governor that he has hopes that with the road extended to Iowa, and the Missouri Valley Road completed, the North Missouri Road will soon be able to pay the interest on the bonds of the State granted to it, and become remunerative to its stockholders, and respectfully urge upon him the importance of granting every indulgence to said company, before sacrificing so large an amount of stock so generously subscribed to develop the resources of and benefit the State. —*St. Louis News, May 9th.*

Philadelphia, Wilmington and Baltimore Railroad.

Resumption of Travel.—On and after to-day the trains upon the Philadelphia, Wilmington and Baltimore Railroad will run as before the obstruction of the road. Of this we have official intimation from Mr. Felton, President. There is every reason to believe that the road will again resume its position as a regular and certain thoroughfare to the South. No further interference is apprehended.—*Phila. Inq., May 14th.*

Burning of a Railway Bridge in Maine.

Waterville, Me., May 13.—A large part of the Androscoggin and Kennebec Railroad bridges at Kendall's mills, were accidently burned this morning. The loss amounted to $20,000. The fire caught from the sparks of a locomotive which had just passed over with the Bangor Regiment for Portland.

Atlantic and Great Western Railroad.

"A meeting of the Board of Directors of the Atlantic and Great Western Railroad was held on the 4th inst. It was a full and important meeting, and much interest was felt by the friends of the road in its doings and results. Matters of great importance were brought up for its action. Among others, the entire road in our part of the State is so far completed, that the settlement between the contractors and company was under consideration, and in a final and satisfactory settlement to all parties—the company receiving the road from the contractors. From this date, therefore, the former take the whole control of the works in the State.

The continuation of the line in Pennsylvania, to a junction with the Sunbury and Erie Road, is to be prosecuted without delay. Chief Engineer Kennard left our place on Friday last, for New York, to hasten the immediate shipment of the balance of the rails necessary to the completion of this road to that point.

The further prosecution of the enterprise in Pennsylvania and Ohio, to a connection with the Cleveland roads, and to Akron, will be urged without delay, under the new contracts now closed by the companies with James McHenry, Esq., of Liverpool, England. The work is to be under the immediate direction of Mr. Kennard, as Engineer-in-Chief of the company, and Dr. S. W. Strator, the late contractor, as Superintendent of the works.

Mr. Kennard hopes to open the road for traffic to Cleveland and Akron, Ohio, early in the Fall, which he will, no doubt, be able to do, as he will be promptly and fully sustained by the able capitalists in England, France and Spain."—*Jamestown Journal.*

Baltimore and Ohio Railroad.

It is gratifying to state that the travel on the Baltimore and Ohio Railroad is unrestricted, comparatively speaking, and both burthen and passenger trains are passing along with but a slight detention at the Relay House. According to the arrangements effected by John W. Garrett, Esq., President of the road, and Gen. Butler, the cars will pass freely along without they contain munitions of war. Not less than seven passenger trains left yesterday, and but for the unpleasant weather which prevailed they would have been filled with passengers. The officers of the road desire it to be stated that the arrangements already made with the Government are such as to ensure rapid and regular transportation of passengers.—*Baltimore American.*

Northern Central Railway.

A statement has previously been made that workmen were diligently employed in repairing such bridges on the line of the Northern Central Railway as had been partially burned, as well as constructing anew those completely destroyed on the night of the 19th ultimo. All these bridges have been completed, and a train of cars, with a locomotive and a few passengers, left Bolton Depot yesterday morning at 8½ o'clock, and passing safely over the line, reached York last evening. A train of cars, also with a few passengers, left York yesterday morning, and arrived at Calvert Station last evening shortly after six o'clock, thus evidencing the fact of the road being fully opened and safe for travel. It is designed to commence the running of trains on the old time-table, commencing on Monday next. To-day trains will leave and arrive in this city. With respect to the bridges, it may be mentioned that all the new bridges have been constructed of iron and are regarded as very substantial.—*Balt. American.*

Pacific Railroad.

We are requested to state that the travel on this road will be but slightly impeded by the destruction of one of the spans of the Osage bridge. Passengers will change cars at the bridge, and the regular trains will continue uninterrupted without any interference on the part of Federal or State authority.—*St. Louis Republican.*

* 30,000 bushels of grain are equal to 910 tons, which, at the rate of 14 per cent. per ton per mile for 2,500 miles, amounts to $5,675, equal to about 9 cents per bushel (an ample price between Quebec and Liverpool.)

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	....	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,589	.....	117.4	.....	1,049,768	416,251	....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	76,672	—	.....
31 Oct. '59	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
.. .. '59	154.2	—	—	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,465	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,636	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	—	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,812	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	58
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,669	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
6Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	36
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,566	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	59
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '60	454.8	252.6	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	16,654,960	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	61
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,760,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,069	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,12*	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,351	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,875,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	—	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	—	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. .. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	765,774	.....	—	.....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	245,969	106,454	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is incinded in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,376	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	845,741	160,228	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....					—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,408	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	107
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,688	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,618	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*		2,853,400	1,955,500	.....	.....	120.7		719,234	367,083	2	57
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	663,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891		—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	106½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	976	1,408,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....					—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....					—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....					—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....					—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,607	—	45
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	12½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....					—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....			.....	600,000							—	
-- -- '59	—	—	—	175.0	—	—	—	*Soutnern Minnesota*	.....			.....	575,000							—	
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....			.....	600,000	191,130						—	
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....			.....	500,000							—	
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....			.....								—	
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,399	236,0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,976	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....					—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,650	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....					—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,927	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.6	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	74
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	5	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	872	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	62,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,166	66,453	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	105
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	—				—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	—	—	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	133
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	—				—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
0 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	718	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	230,276	—	—	216,794	—	56,582	.....	—		15 344	3,262	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	celvers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B. N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	35½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	'343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,527,406	—	22
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	12.9	—	1,142,851	433,716	—	11
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,584	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	167,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	.....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,278	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	'154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	...	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,900	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	...	...	...	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	.....	—	...	...	...	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	.....	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '59	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	.....	69.1	...	...	...	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	674,276	12	91
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	...	...	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	8
30 Apr. '59	109.2	79.4	.....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	24
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	10.4	.....	—	...	...	...	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	.....	—	...	...	...	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,518,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	.....	—	5	3	37	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865	—	—
-- -- '59	36.0	—	.....	84.0	...	...	...	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,522	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	...	...	...	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	...	...	...	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	.....	9	...	...	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '59	20.0	—	4.0	—	...	...	...	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,582	9,291,156	.....	.....	595,857	503,660	5	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,259	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,761	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	...	Phila., German'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	.....
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,607	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,646	858,597	—	31
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	.....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	.....	200.5	48,677	1,236,597	471,712	6½	28

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,802	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785.182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	—	1,321,847	33.0	—	90,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,259	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	—	—	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
31 Mar. '59	78.0	—	—	—	—	—	—	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	—	—	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	—	2,158,000	50.0	147,231	208,439	96,571	5	—
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	5	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	169.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	580,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayon, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,566	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196.568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	—	—	90.7	122,200	187,646	64,619	—	—
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	85
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
25 Mar. '59	199.8	—	—	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653	199.8	—	492,464	—	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '60	191.9	42.5	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	439,943	—	9
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
1 Jan. '58	104.0	—	—	38.8	—	—	—	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	—	213,964	31,045	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '59	158.5	—	—	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	—	—	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	—
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	—
31 Dec. '60	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	156,000	1,799,232	60 0	—	—	—	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	—	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	—
								NEW GRANADA.													
31 Dec '60	48.7	—	—	—	—	—	—	Panama	3,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	—	1,550,873	1,936,131	12	101

New York Stock Exchange.

Sale Prices for the week ending May 15, 1861.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Federal Stocks:—						
U. S. 5s, 1874	76	75	76	76	77½	76
U. S. 6s, 1881	90	89	89	88½	88½	89
State Stocks:—						
California 7s		73½	73½	----	74	74
Georgia 6s		----	----	----	----	60
Illinois 6s		----	----	----	----	----
Indiana 5s		----	----	----	----	----
" 2½s		----	----	----	----	----
Kentucky 6s		75	76	----	77	----
Louisiana 6s		----	----	50	----	----
Maryland 6s		----	----	----	----	----
Michigan 6s		----	----	----	----	----
Minnesota 8s		----	----	----	----	----
Missouri 6s	39	38	37	35	35½	37
New York 5s, 1870		----	----	----	----	----
" 7s, 1864		----	----	----	----	----
North Carolina 6s	58½	----	56	54	53	54
Ohio 6s, 1886		----	----	----	----	----
Tennessee 6s, 1890	45	46	46	45	45	42
Virginia 6s	46	44	44	43	42	44
Railroad Shares:—						
Chicago, Burl. and Q.	58	58½	59	57	58	----
Chicago and Rock Isl.	37	37	37	36	36	36
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	24	24	24	23	23½	24
Del., Lack. and West	75	----	----	----	----	----
Galena and Chicago	59	59½	59	58½	59	59
Hudson River	36	36	36	35½	35	35
Illinois Central (scrip)	62	63½	62½	60	64	65
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	45	45	44½	44½	44	45
M. S. and N. I. guar'd,	29	28	29	27½	27	27
M. S. and N. I.	13½	13	13½	13½	13	12½
Milwaukee and Miss.	----	----	9	9	----	----
New Jersey Central.	----	----	----	----	----	----
New York Central	72	72	72	72	72	73
New York and Erie	21	22	21	21	22	22
N. York and Harlem.	12½	12	11	10½	11	11
N. Y. and H. "pref."	31	30	28	27	27½	28
Panama	100	100	98	99	102	----
Phila. and Reading	31	31	31	30½	30½	31
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.		----	----	----	----	----
Chic. and N. W. 1st M.	33	----	----	----	----	----
" " 2d M.		----	----	----	----	----
" " S. F.		71	----	71	----	71
Cl. & Tol. S. F. 7 p.c. '85		----	75	75	----	----
D. L. & W. 1 M. 8 p.c. '71-5		----	----	----	----	----
" 2 M. 8 p.c. '81		----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63		----	----	96½	----	----
" 2 M. 8 p.c. '75		----	----	----	----	93½
Hann. & St. J. 1 M. 8s	30	31	----	----	----	----
Hudson R. 1 M. 7 p.c. '69		----	105	----	----	----
" 2 M. 7 p.c. '60		----	----	----	----	----
" 3 M. 7 p.c. '75		----	82	----	82	----
Illinois Centr. 7 p.c. '75	92	92½	92	92	92	92
" " 6 p.c. '75	92	92½	92	92	92	92
L. Erie & Wab. 1 M.	60	----	----	----	----	----
" " 2 M.		----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82		----	----	94	94	----
" conv. 8 p.c. '69		----	----	----	----	----
Mich. Southern 1st M.		----	----	----	----	----
" " 2d M.		----	----	----	----	65
" " S. F.		74	----	----	74	73½
M. S. & N. I. 1 M. S. F.		----	----	----	----	----
" 2 M. 8 p.c. '77		----	----	----	----	----
Northern Ind. 1 M.		----	76	----	----	----
" " 2 M.		----	----	----	----	----
N. J. Central 1st M.		----	----	----	----	----
N. Y. C. 6 p.c. certif. '83		----	----	----	----	----
" 1 M. 7 p.c. '64		----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	100	----	----	----	----	----
" 2 M. 7 p.c. '64		----	----	----	----	----
" 3 M. 7 p.c. '83		83	83	----	----	----
" 4 M. 7 p.c. '80		----	----	----	----	----
" 5 M. 7 p.c. '83		----	----	----	----	----
" conv. 7 p.c. '62		----	----	----	----	----
" " 7 p.c. '71		----	----	----	----	----
" S. F. '75		----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	96½	96½	----	97	----	----
" 2 M. 7 p.c. '64	93	----	93	----	----	93
" 3 M. 7 p.c. '67		----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88		----	----	----	----	----
" 2 M. 6 p.c. st'g '75		----	----	----	----	----
Ph. and Read. 6 p.c. '60		----	----	----	----	----
" " 6 p.c. '70		----	----	----	----	----
T. H. and A. 1 M. 8s '72		----	71	----	70	----
" " 2 M. 8s '70		----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	79	79	80	79	79	80
America, Bank of	98	----	----	----	98	98
Commerce, Bank of		----	----	----	86	----
Merchants' Exch. B'k		----	----	85	----	----
Mercantile (Mar.) Ins.		----	----	----	----	----
Commonwealth Bank		----	----	----	----	74
Metropolitan Bank	90	----	90	----	89	----
Mining Stock:—						
Pittsburg		----	----	----	----	40
Rockland		----	----	----	----	12
Minnesota		----	----	----	----	60
Isle Royale		----	----	----	----	6
Miscellaneous:—						
Del. and Hud. C. Co.		81	82	----	----	----
Cumberland Coal Co.		5½	4	5	----	----
Penn'a Coal Co.		----	----	----	----	75
Pacific Mail S. S. Co.	67	70	69	68	69	65
Canton		----	----	9	----	9
Brooklyn Water W's.		100	----	----	----	----

The following are the closing prices in the London Market on the 1st May:

United States 5 p. c. red. '74	75	to	80
Illinois Central 6 p. c. red. 1875	85	to	90
Do. 7 p. c. red. 1875	85	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	64	to	66
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	84	to	85
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	81	to	83
Do. 7 per cent. 1864	89	to	91
Do. 7 per cent. (sinking f.) 1876.	90	to	94
Do. $100 shares	64	to	66
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	85	to	90
Do. 3d do. 1883, assented	75	to	80
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	82	to	86
Do. 2d mort. 6 per cent. sterling	82	to	86
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, May 18, 1861.

Share and Money Market.

There has been considerable improvement the past week in shares, and the tendency still appears to be an upward one. There is a better feeling, but the advance is due to combinations in the street, rather than to any outside demand. With the numerous elements of disturbance in the future, nothing like permanence or stability in prices can be counted on.

Money continues in great abundance. The only quarter from which a large demand may be expected is the Government. The expenses of the war are very large, but these for the present are largely borne by the various States. As the expenditures thus far have been made chiefly within those furnishing the money, no noticeable disturbance has been caused. We are, however, apparently at the very threshold of hostilities, and what they may ultimately lead to, no one can foresee.

The railroads from which we have regular reports, are doing fairly; some of them very well. But the market is influenced by other considerations than their apparent prosperity. The stocks of several of the States continue greatly depressed, with a very gloomy prospect for the future. It is feared that several of them may omit to pay the interest next falling due on their bonds, which will be treated by the public as tantamount to insolvency, if not something worse.

Central Railroad of New Jersey.

At the annual election of this company held on the 6th inst., at Elizabethtown, New Jersey, John T. Johnston, John C. Green, William E. Dodge, Adam Norice, William S. Wetmore, Benjamin Williamson, John O. Sterns, Frederick T. Frelinghuysen and Henry D. Maxwell, were re-elected Directors. And at a meeting of the Directors held this day, John T. Johnston was re-elected President, and Samuel Knox, Secretary and Treasurer, for the ensuing year.

Atlantic and Great Western Railway.

The report of Mr. T. W. Kennard, engineer, states that the works open for traffic between Jamestown and Salamanca were in good order. The works on the section between Jamestown and Columbus were, to all intents and purposes, completed, with the exception of the permanent way, which he proposed should be laid down immediately. He was of opinion they would obtain a net income of 400*l.* weekly the moment they reached Columbus, which sum would more than pay interest upon all bonds issued. On the completion of the works contemplated Akron and Cleveland would be their western termini, and New York *via* Salamanca and the New York and Erie their eastern depot. The present traffic from Akron was not less than 3,000 tons per week, and from Cleveland vastly more. The line being broad gauge, he thought that nine-tenths of the cattle traffic would come on the road. The line being in direct communication with the port of New York by the long dock, grain in bulk would as a matter of course be sent on the line. They were now raising from the oil wells 300 barrels of oil per day at Warren, which was within two miles of the railway, and a vast deal more would be raised in the course of a few months. The line would be a continuation of the Erie, with, in Mr. Kennard's opinion, an equal traffic per mile, or about 65*l.* per mile per week, one-fourth of which would more than pay the interest on the whole bonded debt. The report of Mr. Shryock states that all the oil wells that were down 600 feet were pumping from ten to forty barrels in twenty-four hours. —*London Railway Times.*

Lehigh Coal and Navigation Company.

At the stated annual meeting of this company held in Philadelphia on the 7th inst., the following officers were chosen for the ensuing year: *President*, James Cox. *Managers*, Erkine Hazard, John Farnum, Henry J. Boller, Richard Richardson, Alexander Fullerton, Andrew Manderson, James S. Cox, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes. *Treasurer*—Edwin Walter.

On motion, the following resolution was unanimously adopted:

Resolved, That this meeting of stockholders recommend to their future Board of Managers, that their early and earnest consideration be given to the justice and propriety of the conversion, at an early day, of the scrip shares heretofore issued, as representative of future stock, into shares of stock to be entitled to dividends thereon.

Southern Pacific Railroad.

The Marshall (Texas) *Republican*, of the 20th ult., reports that over 250 new hands are at work on this road, and that the grading of the second section of twenty-five miles, it is expected will be completed in sixty days.

Austin and Brenham (Texas) Railroad.

The State *Gazette* urges the importance of this road. Twelve miles will be completed this year. This will embrace the heaviest work on the route. Five miles of it will cost $15,000 per mile for grading.

New Orleans and Texas Railroad.

The early completion of the Texas division of the New Orleans Railroad is now a fixed fact, but six miles are wanted to place us in connection with Louisiana by rail, and the iron is being laid on that every day.—*Houston Telegraph.*

☞ The Vicksburg *Whig* says the telegraph company is about to erect a line on the Southern Railroad, from Jackson to the Mobile and Ohio Railroad. This will put Vicksburg in direct communication with Mobile, as well as the Eastern part of Mississippi.

Shamokin Valley and Pottsville Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: President—James S. Biddle. Managers—Chas. L. Borie, A M. Eastwick, Wm. R. Lejee, John Farnum, W. C. Houston, Edward S. Whelen. J. L. Goddard, Secretary.

Cairo and Fulton Railroad.

This road is progressing very rapidly to the interior. Col. Bedford, Superintendent, informs us that two miles of track is laid beyond Sikeston, and that by the first of June it will be at Little River, connecting with the gravel road now completed to that point from Bloomfield. The enterprising contractor deserves all praise for the improvements now being made upon this road.—*Charleston (Mo.) Courier.*

Catawissa Railroad.

The following gentlemen were elected directors of this company on the 6th inst.: President—T. Haskins Du Puy. Directors—Samuel V. Merrick, Charles Macalester, Jas. S. Cox, William Schott, of Philadelphia; Joseph Paxton, of Catawissa; Robert Bayard, of New York.

Railroad to Pensacola.

The Montgomery *Mail* of the 4th inst., says:—"The Alabama and Florida Railroad, connecting Montgomery with Pensacola, has been finished, and we learn that the cars came through from Pensacola for the first time yesterday."

New York Central Railroad.

The following are the official earnings, as given by the Treasurer of the New York Central Railroad Company for the past two years, to May 1, 861:

	1859–60.	1860–61.
May	$409,627 84	$551,699 52
June	447,813 16	495,942 82
July	504,217 40	544,494 07
August	591,919 97	692,382 21
September	743,598 98	868,984 78
October	709,671 26	810,890 83
November	637,792 13	730,591 58
December	520,396 26	522,918 85
January	387,128 14	489,065 44
February	402,530 38	520,792 98
March	561,078 49	631,290 20
April	585,140 94	600,646 38
Total	$6,500,914 96	$7,449,699 70
For year ending April 30, 1860	6,500,714 90	
Increase this year over last	$948,784 80	

Railroad Earnings.

The revenue of the Baltimore and Ohio Rail, road for April was as follows:

MAIN STEM.

From Passengers	$53,230 31	
" Mails	7,833 34	
" Express	3,798 19	
" Tonnage	231,586 98	
		$296,448 82

WASHINGTON BRANCH.

From Passengers	$24,174 97	
" Mails	1,000 00	
" Express	1,000 00	
" Tonnage	4,868 19	
		31,043 16

N. W. VIRGINIA BRANCH.

From Passengers	$6,380 80	
" Mails	866 66	
" Tonnage	19,688 31	
		26,935 77

Summary of Revenue for April, 1860 *and* 1861.

	1860.	1861.
Main stem	$323,965 41	$296,448 82
Washington Branch	38,768 48	31,043 16
N. W. Virginia Railroad	20,085 79	26,935 76
Totals	$382,819 68	$354,427 75

Showing a net decrease of $28,391 93 on the whole road.

The receipts of the Grand Trunk Railway of Canada for the week ending April 27th, 1861, were $73,063 66
Corresponding week, 1860 66,754 65
Increase $6,309 01
Tot. traffic from July 1, 1860, to date, $2,883,551 02
Corresponding period, 1859 2,396,136 55
Increase $487,414 47

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of April, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$171,338 24	$99,380 34
" Passengers	78,211 74	64,328 31
" Express	2,600 00	2,500 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 34	7,083 34
" Miscellaneous	950 25	1,448 73
	$268,008 57	$182,565 72
Increase		$85,442 85
Earnings January 1, to April 30	$953,052 65	$667,669 56
Increase		$285,383 09

The earnings of the Watertown and Rome Railroad for April were:

April, 1861 $31,666 85
April, 1860 27,800 77
Increase $3,257 08

The earnings of the Erie Railroad for April, as compared with the corresponding period last year, were as follows:

April, 1861 $544,511 26
" 1860 462,815 65
Increase $81,695 62

Journal of Railroad Law.

A NOVEL CASE: INJURIES CAUSED BY THE CONSTRUCTION OF A RAILROAD TO THE PLAINTIFF'S SUBTERRANEAN SPRING: PROPERTY BENEATH THE SURFACE OF THE EARTH.

The plaintiff complained of the defendants, the New Albany and Salem Railroad Company, for an injury to his premises by the construction of their railroad. The injury complained of, was the diverting of the waters of a subterranean spring under the plaintiff's land, by which his well was drained and rendered valueless. The case was tried in the Tippecanoe Circuit Court of Indiana and a judgment rendered in favor of the plaintiff for the sum of fifty dollars. From this judgment an appeal was taken to the Supreme Court of Indiana, upon an agreed state of facts. It appears that the plaintiff was the owner in fee of the premises; and that the defendants in the construction of their road under their charter, caused the water from the subterranean spring to be diverted from the well, and the well itself to be entirely drained, by means of which the plaintiff was damaged to the amount of fifty dollars. The railroad passes near to, but does not touch the land of the plaintiff, nor is any part of the plaintiff's land appropriated for the use of the railroad. The defendants acted in the usual and proper manner in the contruction of such road, and before the commencement or pendency of this suit, doing no unnecessary damage. The draining was caused by cutting off the underground springs or foundation which supplied the well, in excavating for the road-bed of their railroad. It was agreed, that if on appeal the court should find the law, upon this state of facts, to be in favor of the plaintiff, then judgment should be rendered to him for the fifty dollars; but if the law was found in favor of the defendants, then judgment should be rendered for the defendants.

The question thus presented is somewhat novel, important, and interesting. The rights of the owners of the soil to superficial streams of water running thereon, are, by our law, pretty definitely known and understood. The elementary books abound in discussions on the subject, and the reports contain numerous adjudications upon it. But the same is not the case in reference to underground watercourses, and the rights of parties in reference thereto. The reports are meager of decisions in respect to subterranean streams, and the elementary writers throw but little light on the subject. The following is in substance the opinion of the appellate tribunal.

WORDEN, J.—In *Acton vs. Blundell* the subject underwent a full examination. That action was brought by the plaintiff to recover damages for a disturbance of his right to the water of certain underground springs, streams and watercourses, with a count for draining off the water of a certain spring or well. The defendants had cut off and diminished the supply of water in the well, by sinking a coal pit on lands belonging to one of themselves. It was held that the plaintiff could not recover. JUSTICE TINDALL, in delivering the opinion of the court after stating the case, says: "The question argued before us was, in substance, this: whether the right to the enjoyment of an underground spring, or of a well supplied by such underground spring, is governed by the same rule of law, as that which applies to, and regulates a watercourse flowing on the surface." After stating the law in reference to streams running upon the surface of the earth, he proceeds: "And if the right of the enjoyment of underground springs or to a well supplied thereby is to be governed by the same law, then, undoubtedly, the defendants could not justify the sinking of the coal pits, and the directions of the learned judge would be wrong. But we think, on considering the grounds and origin of the law which is held to govern running streams, the consequences which would result if the same law is made applicable to springs beneath the surface, and, lastly, the authorities, to be found in the books, so far as any inference can be drawn from them bearing upon the point now under discussion, that there is a marked and substantial difference between the two cases, and that they are not to be governed by the same rule of law." The court after having discussed, at length, the reason and policy of the law, and having examined the civil as well as the common law authorities conclude their opinion as follows: "It is scarcely necessary to say that we intimate no opinion whatever as to what might be the rule of law, if there had been an uninterrupted use of the right for more than the last twenty years; but, confining ourselves strictly to the facts stated in the bill of exceptions, we think the present case, for the reason above given, is not to be governed by the law which applies to rivers and flowing streams, but it rather falls within that principle which gives to the owner of the soil all that lies beneath

his surface; that the land immediately below is his property, whether it is solid rock, or porous ground, or venous earth, or part soil and part water; that the person who owns the surface may dig therein, and apply all that is there found to his own purpose, at his free will and pleasure; and that if in the exercise of such right he intercepts or drains off the water collected from underground springs in his neighbor's well, this inconvenience to his neighbor falls within the description of *damnum absque injuria* (a loss without a wrong) which cannot be the ground of an action."

The case of *Chatfield vs. Wilson* decided by the Supreme Court of Vermont fully recognizes the doctrine of the above case; and the cases of *Routh vs. Driscoll* and *Greenleaf vs. Francis* are cited as being substantially to the same effect. The case at bar and *Acton vs. Blundell* seem to be precisely alike in principle. The railroad company for the purpose of constructing their road, had the same right to excavate, within the limits of their right of way, that a private individual would have to dig upon his land for any purpose; and we know of no statute or principle which would hold them liable for any injury, such as that complained of, beyond the liability of a natural person for a like injury. On the above authority we are of opinion that upon the facts agreed upon, the judgment below must be reversed. Judgment in favor of the defendants, reversing the judgment below.

HEAVY DAMAGES AGAINST A CITY RAILROAD COMPANY: CONCURRENT NEGLIGENCE: PROBABILITY OF THE ACCIDENT NOTWITHSTANDING FAULT IN THE PLAINTIFF: NECESSITY OF BRAKES.

The case of David O. Nichols *vs.* The Sixth Avenue Railroad Company, came up in the Supreme Court of the City of New York. The plaintiff on the morning of August 9th, 1858 took a sea beside the driver on a one horse car, running on the defendant's road. When between Twelfth and Thirteenth streets he states that he asked the driver to stop; the driver did not answer, but he supposed heard him, from the fact of the horse being brought from a trot to a walk; near the south side of Thirteenth street, again told the driver to stop, and got up and stood upon the top step, to be ready to get off when the car stood still; while in that position, the horse started suddenly, and he was thrown six or seven feet in front of the car, across the track, and the wheel caught him across the loins, causing serious internal and external injuries, from which he still suffers. The car had no brake; and the driver subsequently acknowledged if there had been one, he could have stopped the car in time and prevented the accident.

The evidence for the defence was, that the boy did not ask the driver to stop, but while the driver was making change for a passenger who had got in above Twelfth street, the boy, without his knowledge, and while the horse was on a walk, got upon the step, descended to the ground, and, his feet slipping, was thrown under the wheel. The driver denies that he ever said if there had been a brake he could have prevented the accident, but said if he had known of the accident in time, and had had a brake, he might have prevented it.

Defendant's counsel contended that the act of the boy, in taking his dangerous position on the step while the car was in motion, was such an act of negligence as precluded his recovering against the defendants, and asked for a dismissal of the complaint. The Court denied the motion, making the distinction that it was for the Jury to say whether the boy, in taking that position, intended to leap from the car before it had come to a standstill; and whether, if such was not his intention, the fact of taking that position, so as to hurry off when the car stood still, was an act of such negligence as would preclude a recovery.

Three questions were submitted to the Jury by the Court:

I. Was the driver guilty of negligence in the management of the car, which negligence caused the accident and injury?

II. If the driver was not in fault, then did they believe, upon the evidence, that if there had been a brake upon that car, the accident could have been averted? And were they satisfied that such brakes had been before in use, and had been thoroughly tested and demonstrated to be of efficiency?

III. If, on either ground, they found the defendants chargeable, then did the carelessness and negligence of the boy contribute to the accident?

On the last question, in charging the fixed rule of law, that if negligence on the part of the plaintiff in any way concurred to produce the accident, the plaintiff could not recover, the learned Judge added that there was often great difficulty in determining how far that rule went. He had adopted this mode of presenting the proposition to the jury: Were they satisfied, upon the evidence that it was certain or equally probable, that but for the negligence of the party complaining, the injury would not have taken place. In this case, for example, were they satisfied that any negligence of this young man, in his conduct on that occasion, was a producing cause of this accident? If so, he could not recover. Or, secondly, if they found it was just as possible that but for his negligence the accident would not have occurred, as that it would have occurred, he was not entitled to recover. Verdict for plaintiff for $7,500.

Public Works of North Carolina.

The following acts were passed at the recent session of the Legislature of this State:

An act to amend the charter of the Western N. C. Railroad. It provides for running a road down the French Broad river, from Asheville to Paint Rock, on the Tennessee line; and for building a road to Asheville into Haywood County (38 miles), on the way to Ducktown. These branches to be built with the present appropriation, of which it is thought there will be $1,400,000 left after completing the Western N. C. road to the French Broad at Asheville.

An act to amend charter, and further assist the Wilmington, Charlotte and Rutherford Railroad. This road commences at Wilmington, on the Cape Fear river, near the ocean, and thence with a slight curve northwest, to the town of Charlotte, the western termination of the N. C. Railroad, and northern of the Columbia and Charlotte Railroad. From Charlotte, after a slight northerly curve, it runs directly west, to the town of Rutherfordton. It is nearly an air-line; and, though laboring under many disadvantages, has, by the energy of its president and chief engineer, been well managed. Seventy-five miles are completed, and in use at its eastern end; twenty are in use from Charlotte west. The act appropriates $1,000,000 for the use of the road. H. W. Guion, President; Jno. C. McRae, Chief Engineer.

An act to amend charter of the Western Railroad (runs from Fayetteville, at head of steamboat navigation on Cape Fear river, to the coal fields on Deep river.) The act provides for the completion of the road into the heart of the coal field, and for its extension to some point on the North Carolina Railroad, and appropriates $500,000. The iron for the extension must be made in the State, which will be easily done, as several rolling mills are now going up on Deep river. The coal-carrying length of this road will be about forty-three miles, with a descending grade to the point of shipment at Fayetteville.

An act to charter the Fayetteville and Warsaw Railroad. Incorporates a company to build a railroad from Fayetteville, on the Cape Fear, to Warsaw depot, on the Wilmington and Weldon Railroad; appropriates $200,000. Will be cheaply built, as the country is perfectly level.

An act to incorporate the Chatham Railroad, to be built from the coal fields to some point on the N. C. Railroad, near Raleigh. Appropriates $200,000.

An act to incorporate the Dallas (N. C.) and Yorkville (N. C.) Railroad Company. No appropriation.

An act to give additional aid to the Chesapeake and Albemarle Canal Company. Appropriates $200,000.

A large number of bills incorporating mining and manufacturing companies were passed, indicating that the people of the State are disposed to develop their mineral wealth, and to be independent in manufactures. It is full time that the former should be developed, and the latter encouraged.

The revenue bill was passed with promptness, showing that all the citizens of North Carolina, however they may differ as to the mode, are ever willing to provide the means to pay her debt. The tax is slightly raised in the average, over the bill of two years ago. The amendment to the Constitution, providing for an ad valorem system of taxation, failed to receive a constitutional majority.

An act to charter a company to build a railroad from Greensborough, on the N. C. Railroad, to Leaksville, on the Virginia line, was passed. This is in reali y what is called the Danville connection, and with the proposed railroad extension to Cleveland, Tenn., via Ducktown, will make the shortest route from Memphis or New Orleans to Virginia or the North.

Incrustation in Steam Boilers.

By HENRY RANSFORD.

All the world knows that the incrustation in steam boilers is deposited from the water, and that, in tubular boilers, it is very difficult to get rid of; but few are aware that "blowing out" a boiler, to get rid of the sediment on the bottom, hardens the sediment that adheres to the tubes, converting it into a calcareous shell, requiring a smart blow of a hammer to dislodge it.

Will you oblige me by giving to the world, through the columns of your *Journal*, a very simple and efficacious remedy?

I tried the experiment on a 30-horse tubular boiler. In addition to the blow-off cock at the bottom another was fitted over the fire-pan, at the usual level of the water, and to the end of it, inside the boiler, was screwed on a funnel of sheet iron, partly flattened, so that, on the cock being opened, anything floating within eight or ten inches on each side was drawn through.

The engine-driver had directions to open the lower cock once a day, and the upper one when he saw the water in the glass gauge was thick, and keep them open until the water ran clear, but never to blow out the boiler as formerly. Three or four gallons from the lower, and half that quantity from the upper cock was sufficient to carry off all thick and dirty water.

At the end of *three months*, first allowing the water to get nearly cold, the boiler was emptied; a stream of water was then introduced by the

man-hole, and the tubes thoroughly washed. On examination the under half of the tubes was as clean as the day they were made, the upper half discolored, but no scale, and the sides of the boiler in a similar state; on the bottom was abont a half bushel of thin scale, broken up into small pieces, that apparently had fallen or been washed from the tubes; thus, after three months work, there was nothing to do but to get up steam again.

The secret consists in never blowing out the boiler when hot, the usual custom, as the result is—the heat of the tubes and sides instantaneously convert the soft deposit into a hard calcareous substance, and every time the boiler is blown out an additional stratum is added. If the man-hole is taken off on Saturday afternoon, and the flues opened, the water is cold enough to run off by Monday morning, so that no time is lost, and I have no doubt the hot water might be allowed to run off on the Saturday provided an equally large stream of cold water was allowed to run in at the same time, until the boiler and tubes were cold. I will merely add, the water was pumped from the Thames, and allowed to settle, before being used for the boiler. There is no reason why the plan should not answer equally well for locomotives.—*Journal of the Society of Arts.*

Erie Railroad Company.

The following has been issued by the Secretary of the Erie Railroad Co.:

The Erie Railroad Company is now organized, and ready to issue the new certificates as called for and assessments paid. The time for becoming parties to the contract for purchase of the road will expire on the 28th day of June next, and no exchange of stock, bonds, debts, or claims of the old company will be made into new stock in the new company after that day. The Trustees have decided to make an assessment of two and one-half (2½) dollars per share on the new common stock and preferred stock, payable on delivery of the new certificates. There will be no assessment on the fractional parts of preferred shares.

Scrip receipts will be issued for the assessments, redeemable, with interest, at the office of the company in New York, from the first net earnings of the road, before the payment of dividends on the preferred stock. All assessments on the trustees' scrip already issued remaining unpaid on the 28th July will be charged with interest from that day.

The holders of fourth mortgage coupons now in arrear, and the holders of fifth mortgage coupons now in arrear, or to mature June 1, 1861, on surrendering them to the Trustees, will be entitled to interest from May 1, 1861, on the amount surrendered, the Directors of the Erie Railway Company having resolved to pay interest from that day on all fourth and fifth mortgage coupons now or hereafter surrendered to said Trustees. Such unsurrendered coupons will also be received in payment of assessments on the stock if desired.

All such creditors and stockholders as surrender their bonds, debts or certificates, and pay the assessments levied, will become entitled to receive certificates of stock in said Erie Railway Company, as follows:

Holders of bonds of 1862, for the principal of their bonds, and interest up to July 1st, 1861, in preferred stock, bearing interest at the rate of 7 per cent. per annum, when earned, in the current year.

Holders of bonds of 1875, for the principal of their bonds, and interest up to August 1st, 1861, in like preferred stock.

Holders of bonds of 1871, for the principal of their bonds, and interest up to August 1st, 1861, in like preferred stock.

Holders of judgments against the company, for the amount of their judgment, with interest to January 28, 1861, the day of the sale, in such preferred stock.

The holders of the *stock* of the New York and Erie Railroad Company will be entitled to receive an amount of common stock in the Erie Railway Company equal to the amount of their present stock.

Operations of the United States Mint at Philadelphia.

The following is a statement of the deposits and coinage of the U. S. Mint, in this city, for the month of April, 1861:

DEPOSITS.

Gold deposits from all sources.....	$3,284,951 97
Silver and purchases	217,501 76
	$3,502,453 73
Copper cents (O. S.) received in exchange for cents of new issue....	6,920 00
Total deposits	$3,509,373 73

COINAGE.

	Pieces.	Value.
Gold	229,937	$4,489,751 90
Silver.	838,000	179,026 00
Copper..	1,300,000	13,000 00
Total.....	2,367,937	$4,681,771 90

Water Department of Philadelphia.

Annual Report of the Chief Engineer of the Water Department of the City of Philadelphia. Presented to Councils Feb. 21st, 1861.

We extract from this document, which will be found very interesting to our immediate citizens, the following information, which is of general interest, as showing the efficiency of the works and fixing data for calculations for other works of similar character.

Philadelphia is supplied with water by four water-works of different character and locations, but under the charge of the same committee of Councils and Chief Engineer. The amount of work done by each of these works, with the character of the motors used is given in the following table, which is condensed from those in the report.

Works.	Average quantity in gallons per day for each month. Maximum.	Minimum.	Mean.	Cost of raising 1,000,000 galls. 1 ft. high.	Average duty of engine.
1 Fairmount...12,446,775 (July.)	7,731,735 (Dec.)	9,867,378	11.7 cts.	[100 lbs. anthr.	
2 Schuylkill...10,812,817 "	4,864,850 "	7,360,849	10.3 "	32,115,800 lbs. per.	
3 Delaware... 3,015,148 "	1,500,091 (Feb.)	2,379,727	21. "	20,525,800 "	
4 24th Ward... 1,070,436 "	611,165 "	774,112	14.4 "	38,500,800 "	

No. 1. Is driven by eight breast wheels, and one Turbine (Jonval); Pumps 16 ins.

No. 2. Two reciprocating overhead beam engines, 36 ins. × 6 ft.; Pumps 18 in. × 6 ft.

One reciprocating bell crank engine, 36 in. × 6 ft.; Pump 21 ins. × 6 ft.

One Cornish overhead beam engine, 60 in. × 10 ft.; Pumps 30 in. × 10 ft.

No. 3. One horizontal high-pressure engine 30. in. × 6 ft.; Pump 18 in. × 6 ft.

One beam, condensing engine, 36 in. × 6 ft.; Pump 18 in. × 6 ft.

No. 4. Two Cornish Bull-engines, 50 in. × 8 ft.; Pumps 17 in. × 8 ft.

The total supply during the year was, from

Fairmount	3,612,987,017 gallons.
Schuylkill	2,696,960,210 "
Delaware.....	872,144,980 "
24th Ward	283,646,070 "
	7,465,738,277 "

The cost of raising the water has been less this year than it was last, and very materially less than that of 1858. Yet the average duty of the engines, which is given as 321,158 lbs. raised 1 ft. high per lb. of anthracite, shows that much is yet to be done in the improvement of the steam works while the water-wheels at Fairmount are now far behind our wants, and will be soon replaced.

The report terminates with an account of the experiments made to determine the best form of wheel to be used in the extension of the Fairmount works. We do not propose to go into the details of these experiments, which can scarcely be usefully condensed, but confine ourselves to stating as the general result, that the contract has been given to M. Geyelin of this city, who is the agent for the Jonval Turbine. The subjoined note will give the reasons for this decision.

DEPART. FOR SUPPLYING THE CITY WITH WATER.
PHILADELPHIA, April 5th, 1861.

EMILE GEYELIN, ESQ.—DEAR SIR:—The following are the reasons that influenced the Department in awarding you the contract for furnishing the Jonval Turbine Water Wheels for working the New Pumps at the Fairmount Water Works:—

First: The fact that your model gave the best average per centage over all others brought into competition.

Second: The durability and continued satisfactory operation of your Jonval Turbine erected at Fairmount in 1851.

Third: The general and highly competent evidence brought before the committee of your ability as a constructor of Turbine Wheels.

Fourth: The fact of your estimate of cost being considerably lower than that of any other party.

Yours, respectfully,
HENRY P. M. BIRKINBINE, *Chief Engineer.*

Indian Finances.

The total revenues and receipts for the year 1856-7 amounted to £33,499,980; including £121,954 from railways; in 1857-58 to £31,860,582; including £153,803 from railways; in 1858-59 to £36,293,153, including £232,265, from railways; in 1859-60 to £38,127,332, including £330,700, from railways; and in regular estimate for 1860-61 to £39,052,791, including £443,160, from railways. The total expenditure for the year 1856-57 amounted to £33,974,188; for the year 1857-58 to £40,251,224; for the year 1858-59 to £50,480,770; for the year 1859 60 to £46,417,462; for 1860-61 to £46,630,888, showing a deficiency for the year 1856-57 of £474,208; for the year 1857-58 of £8,390,642; for the year 1858-59 of £14,187,617; for the year 1859-60 of £8,290,130; and for 1860 61 (regular estimate) a deficiency of £6,678,097, including the payments for the Mutiny Compensation. This amount is nearly half a million in excess of Mr. Wilson's estimates of last June. The prospects, certainly, are not bright, but if the month of June next can be tided over without borrowing there is some hope that in 1861-62 we may make some way towards recovering an equilibrium. The increase in opium and in stamps already surpasses expectation. We may look forward also to a considerable addition from the income tax; from salt, and from railway receipts—"*Times*," *Calcutta Correspondent.*

Great Western Railway of Canada.

The great battle so long expected to come off between the Investigating Committee and the Directors was fought on Thursday, and ended in a complete defeat of the committee, whose report we gather from the account of the proceeding, was not even formally received by the meeting, the motion of the Chairman of the investigating committee having been as an amendment to the chairman's motion for the reception and entering on the minutes of the reports of the Directors, that "the report of the committee and the rejoinder be received." This amendment moved by the chairman of the investigating committee was rejected, and the reports of the Directors were received and entered on the minutes. It is true a poll was demanded to take place in Canada, but whatever a London meeting decides will be adopted in Canada, the great mass of the stock being held here. This is, we think, the first occasion on which an investigating committee's report has not been received by a meeting.

The meeting also passed a resolution "discharging the committee," but another authorising the

Directors "to pay the expenses of the committee, if they thought them fair and reasonable."

As to the amount of these exposes—"Mr. Cannon (the investigating chairman) stated he did not know the amount, but Mr. Giles, the engineer, was to receive £1,000, and the accountants about £6,000, not including money out of pocket."

How much, then, will the investigation cost? Apparently £7,000, "not including money out of pocket."

It strikes us that if the investigation into the affairs of the Great Western of Canada is to cost so much, the Shareholders of the Grand Trunk will cheerfully pay Mr. H. C. Chapman at least his money out of pocket for his investigation into the Grand Trunk affairs, which had a beneficial effect, and to accomplish which that gentleman traveled from one end of Canada to the other.

A vote of thanks to the Great Western of Canada investigating committee was negatived by the meeting on Thursday. Thus the Great Western Proprietors do not mind paying the investigating committee, but they would neither thank them for their labors nor receive their report.

We presume that their expenses, which are heavy, will have to be paid out of the revenue of the Great Western of Canada, but it is a once and away expense. The present generation of Proprietors will probably not be desirous for another investigating committee.

We have elsewhere spoken of the present position and prospects of the undertaking, which we think are good notwithstanding the additional charge caused by the expenses of the committee of investigation. There is great force in the observation of Mr. Alexander Beattie that "two bad harvests and a monetary crisis were quite sufficient to account for the falling off in the dividends," and also not a little interest will be attached to those of Mr. Gill, the Chairman—"He rejoiced to say they were enabled to resume the payment of dividends, Providence having after some years of failure blest Canada with a bountiful harvest. He was glad, also, to see that their present traffic was largely on the increase with every prospect of a continuance. Their capital account was practically closed, indeed they had been able during the last six months to reduce their bond debt by £28,000. They had no money to raise to pay off debts or to equip their line like some of their neighbors, but all they had now to do was to work their line to the best advantage, so soon as their attention ceased to be distracted by the dissensions into which the company had been plunged during the last year. They had at this moment nearly £100,000 in London, bearing interest on special deposit; they had also a good working account at their bankers; they had £35,000 of bills of exchange not yet matured; and their arrangements were to receive monthly remittances from Canada of the net profit of the working of the line. During the last twelve months they had received in this way £185,000. Their financial position was, therefore, of the soundest character, and in paying the dividend now announced they had simply to give a check upon their bankers. He dwelt strongly upon this point of finance, for it was one of immense importance, especially when considered with reference to the position of all their neighbors in Canada."

As to the company's connection with the Detroit and Milwaukee. They have only lent at interest (as Mr. Brydges explained) £250,000, which is but one-seventh of the whole cost of the Detroit and Milwaukee railway, and "for this outlay or loan of £250,000 they (the Great Western) had obtained control of a line 180 miles in length," which line (Detroit and Milwaukee) feeds the Great Western proper with traffic and secures it from the loss of much through traffic. "The Grand Trunk Company had guaranteed for a line 60 miles in length 8 per cent., on £500,000, while they (the Great Western) lent £250,000 and got the control of a line 180 miles in length."

From the great increase in the traffic of the Detroit and Milwaukee line, there is every reason to believe the Great Western will eventually lose nothing by their loan of £250,000, while the line is and will be of considerable advantage to the Great Western. Generally speaking, we are opposed to extensions, but, on the terms and under all the circumstances, the Detroit and Milwaukee connection is in our mind not likely to be injurious to the Great Western. However, the company have done with extensions. They have no more irons in the fire, and the investigating committee being dissolved all attention will now be given to working the line to the greatest advantage for the Proprietors.

Two auditors have been appointed. Mr. Lance is one of them, a gentleman of character and possessed of much railway knowledge.—*Herapath, April* 13.

Re-organization of Railroads in Indiana.

SECTION 1. *Be it enacted by the Generaly Assembly of the State of Indiana:* That in case a majority in interest of the creditors of a railroad company, and the majority in interest of the Stockholders of such company, shall agree upon a plan for the re-adjustment or capitalizatiou of the debt and stock thereof, thereupon an agreement, as aforesaid, either before or after a sale of said railroad under judicial proceedings, and a purchase at such sale by Trustees, on behalf of the parties to such agreement, all the franchises and powers, including the franchises to act as a corporation, conferred by the charter of such railroad company, shall pass by such sale, and vest in the said Trustees, together with the railroad, and all the other property embraced in the sale; and in case any railroad situate wholly or partly within this State, or any part thereof situate within this State, shall, in pursuance of such agreement, be sold by virtue of any mortgage or mortgages, or deed or deeds of trust, either by foreclosure, or other proceeding in law or equity, or pursuant to any power in such mortgage or mortgages, or deed or deeds of trust contained, or by the joint exercise of those authorities as hereafter provided, the purchaser or purchasers of the same, or their survivor or survivors, or they, or their, or he and his associates, may form a corporation, by filing in the office of the Secretary of State, a certificate under their or his signature, specifying the name of such corporation, the number of directors, the names of the first directors, and the period of their service, not exceeding one year, the amount of the original capital, and the number of shares into which such capital is to be divided; and the persons signing said certificate, and their successors, shall be a body politic and corporate by the name therein specified; and a copy of such certificate, attested by the signature of the Secretary of State, or his deputy, shall, in all courts and places, be evidence of the due organization and existence of the said corporation, and of the facts in the said certificate stated: *Provided*, that no sale under the provisions of this act shall be valid, unless notice thereof stating time and place of sale, shall have been published in some newspaper of general circulation in the city of New York, and also by publishing said notice in at least one newspaper of general circulation, published in each County in this State, through which said railroad may run, not less than thirty nor more than sixty days, at the discretion of the Court ordering said sale, immediately preceding said sale. And all sales of railroads, made under the order or decree of a Court of Record, are hereby legalized as fully as though the sale had been made in pursuance of this act: *Provided*, that nothing herein contained shall be construed to legalize the decree itself, or to correct any error therein, or to legalize the sale or conveyance of any real estate by, or to any railroad company, or to legalize any consolidation by any railroad companies in this State, but only to confine the sale of the road-bed, depot grounds, and such realty as is essential to the operations of the railroad, including also the rolling stock, machinery, and equipments upon the road, as embraced in the decree.

SEC. 2. Such corporation shall possess all the powers, rights, privileges, immunities, faculties and franchises, in respect to the said railroad, or the part thereof purchased, as aforesaid, which were possessed or enjoyed by the corporation that owned or held the said railroad, previous to such sale by virtue of its charter, or amendments thereto, or other laws of this State, or of any State, not inconsistent with the laws of this State, in which any part of the said railroad is situate; and shall also have power, by agreement of the persons forming the said corporation, as aforesaid, or by a vote of a majority in interest of the stockholders, at any time within six months after the formation of the said corporation, to assume any debts or liabilities of the corporation which owned or held the said railroad before the said sale, and in like manner, and within a like period, to make such adjustments with any stockholders of the said last mentioned corporation, as it may deem expedient, and for the said purposes to use such portions of the bonds and stock it may be authorized to create, as it may deem necessary, and in such manner as it may deem proper; and shall also have power to make and issue bonds, payable at such times and places, and bearing such rates of interest as it may deem expedient, and to sell or dispose of such bonds at such prices, and in such manner as it may deem proper; and to secure the payment of any bonds which it may make, issue, or assume to pay, by a mortgage or mortgages, or deed or deeds of trust, of its railroad, or of any part thereof, or any other of its property, real or personal, and may include in such mortgage or mortgages, or deed or deeds of trust, any locomotives, cars, and other rolling stock and equipments, and any machinery, tools, implements, fuel, and materials, whether then held or thereafter to be acquired, for the constructing, operating, repairing or replacing the said railroad, or any part thereof, or any of its equipments or appurtenances, all of which property so included, whether then held or thereafter to be acquired, shall be subject to the lien and operation of such mortgage or mortgages, or deed or deeds of trust, all franchises held by the said corporation, and connected with, or relating to the said railroad, and all corporate franchises of the said company, which said franchises, in case of sale, by virtue of any such mortgage or mortgages, or deed or deeds of trust, are hereby declared to pass to the purchasers, so as to enable them to form a corporation in the manner herein prescribed, and to vest in such corporations all the faculties, powers, authorities, immunities and franchises, conferred by this act. And the said corporation shall have power to establish sinking funds, for the redemption of any of its debts; and shall likewise have power to issue capital stock to such aggregate amount as it shall deem necessary, not exceeding any limitation which may be fixed by agreement, with the persons forming the said company, in the manner hereinbefore provided, and may establish preferences in respect to dividends, in favor of one or more classes of the said stock, in such order and manner, and to such extent and with securities, as it may deem expedient; and may confer on holders of any bonds which it may issue or assume to pay, such rights to vote at all meetings of stockholders, not exceeding one vote for every one hundred dollars of the par amount of the said bonds, as may by it be deemed advisable; which rights, when once fixed, shall attach to and pass with such bonds, under such regulations as the by-laws may prescribe, to the successive holders thereof, but shall not subject any holders to any assessment by the said company, or to any liability from its debts, or entitle any holder to dividends. And the said corporation shall also have capacity to hold, and enjoy, and exercise within other States, the aforesaid faculties, powers, rights, immunities and franchies, and such others as may be conferred upon it by any law of the State, or of any other State in which any part of its railroad may be situate, or in which it may do any part of its business, and to hold meetings of stockholders and directors, and do all corporate acts, and all things without this State, as validly as it may do the same within this State.

SEC. 3. In case the part situate within this State of any railroad, a part of which is situate in another State, shall become vested in a corporation of such other State, and such corporation shall

also acquire a part situate in such other State, of the said railroad, the said corporation may exercise and enjoy within this State, for the purpose of the said railroad, and its business, so far as it may be endowed by the laws of the State of its creation, with capacity to do so, all the powers, rights, faculties, privileges, immunities and franchises, enumerated in section second of this act, and its mortgages or trust deeds, shall operate as therein specified.

SEC. 4. Next in the order of lien to the existing mortgage debt of the old road, shall stand the amounts due persons for labor performed, and wood and other such materials furnished the old company in running the road, and damages for killing stock and right of way; *Provided*, that all the property of said company shall be liable for damages recovered against said company for stock killed or injured by them, or exempt from mortgage liens.

SEC. 5. So much of any railroad as lies in this State, and is embraced in the mortgage or mortgages sought to be foreclosed, may be sold at any such sale as an entirety, and the Court making a decree or order of sale, may declare in the order where the principal office of the railroad company is situate within the State, and may order the sale to be made at the Court House door of the county in which the principal office within the State is situate.

SEC. 6. In case of the sale of a railroad, or any part thereof, as in the first section of this act mentioned, full power is hereby given to the corporate authorities of the several counties, cities, townships and other municipal corporations, holding stock in the company, by which such railroad was owned, and to all persons holding such stock in a fiduciary capacity, to surrender or assign such stock, and to accept and receive such new stock in any corporation, which, after such sale, may become the owners of said railroad, or any part thereof, as may be apportioned or given in respect to the said first mentioned stock, under any reorganization of the owership of the said railroad.

SEC. 7. That no purchaser or purchasers of any railroad shall be entitled to any rights or benefits under this act, until such purchaser or purchasers shall first assume and pay in money, or first-class or satisfactory securities, to be issued by the new corporation, formed upon the sale or transfer of any railroad as herein provided for, as the creditor or creditors may elect, all ticket balances or back charges for freight, with interest, whether due upon account, judgment of a Court of Record, bond, note, or other instrument in writing, which the former railroad corporation may have owed or been in arrears for, to any connecting railroad company operating a railroad entirely or in part in this State.

SEC. 8. This Act may be amended or repealed at the discretion of the Legislature.

SEC. 9. It is hereby declared that an emergency exists for the immediate taking effect of this Act; and, therefore, the same shall be in force from and after its passage.

Approved March 5, 1861.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, May 1, 1861.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 29, 1861, at 10½ o'clock a. m.

The Transfer Books will be closed on the 21st of May, and re-opened on the 1st of June.

W. M. PHILLIPS, Secretary.

WILLIAM H. BERRYMAN,
Commission Iron Merchant,
No. 38 HARRISON STREET,
And 335, 337 & 339 Washington St.,
NEW YORK.
DEALER IN BOILER PLATE AND RIVETS.
TANK, ANGLE AND BAR IRON,
SMOKE PIPE, BOILER TUBES, ETC.

NIAGARA STEAM FORGE,
COR. PERRY ST. AND OHIO BASIN SLIP.
T. D. PATCHIN, Lessee,
CHAS. D. DELANEY, Sup't. } Buffalo, N.Y.
MANUFACTURE to order all kinds of Light and Heavy Forgings and Hammered Shapes, such as
Car Axles, Crank Axles,
TRUCK AND DRIVING AXLES,
Steamboat and Propeller Shafts and Cranks,
MILL SHAFTS, LOCOMOTIVE FRAMES, CONNECTING RODS, PISTON RODS, CRANK PINS,
Wrought Shafting of any Length and Size, etc., etc.
Also, Every Description of HEAVY BLACKSMITHING.
Orders or inquiry by mail, will receive prompt attention.
Address T. D. PATCHIN, **BUFFALO, N. Y.**

RAILROAD IRON.
WOOD, MORRELL & CO.,
HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY**, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.
PHILADELPHIA OFFICE, { NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.
THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.
C. CONGREVE & SON,
6 Pine st., N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.
THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.
THE RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER Rails of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,
1½ to 8 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ⅜ to 8 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.
MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1821.
WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.
STEPHEN MORRIS, THOS. T. TASKER, JR. CHAS. WHEELER, STEPHEN P. M. TASKER.

PROSSER'S PATENT
LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
AND
ENGINEERS' TOOLS.
Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.
KRUPP'S BEST CAST STEEL.
PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.
PATENT LAP-WELDED STEEL TUBES.
THOMAS PROSSER & SON,
28 Platt St., New York.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.
BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**
These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.
Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.
Address **J. H. SCRANTON,** President, **Scranton, Pa.**
or **DAVID S. DODGE,** Treasurer, **46 Exchange Place, NEW YORK.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1860.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.
B. F. FRENCH,
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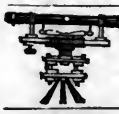
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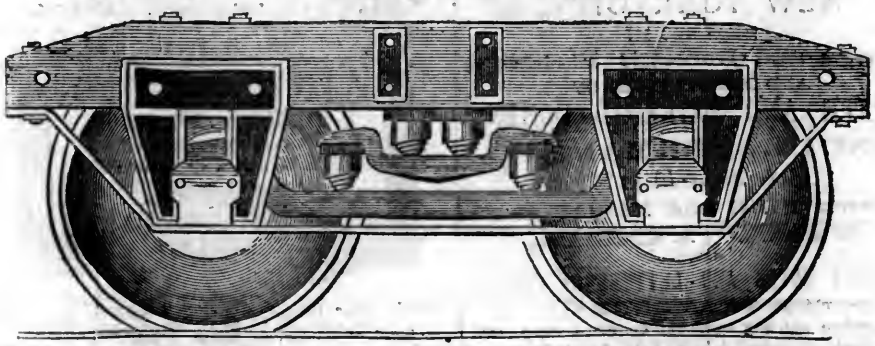
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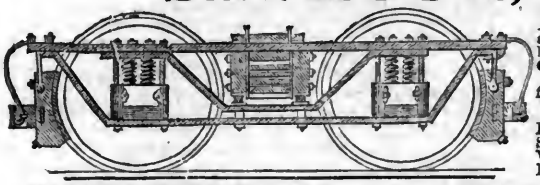
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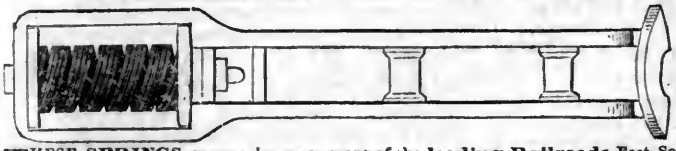
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W. H. BELL, Major of Ordnance.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 21.] SATURDAY, MAY 25, 1861. [WHOLE No. 1,810, VOL. XXXIV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 25, 1861.

Mobile and Ohio Railroad.

The thirteenth annual meeting of the stockholders of this company was held in Mobile on the 7th inst. The following gentlemen were elected directors for the ensuing year: Milton Brown, of Tennessee; C. W. Williams, James Whitfield, J. M. Cunningham, John J. McRae and Eli Abbott, of Mississippi; G. M. Parker, Jonathan Emanuel, Charles P. Page, Duke W. Goodman, M. H. Bloodgood, Robert A. Baker and Charles K. Foote, of Alabama. The Board elect is the same as that of last year, with the exception of Messrs. Abbott and Parker, in place of W. Jones, Jr., deceased, and J. C. Rupert, who declined a re-election. The whole number of shares represented was 18,854. We give below the reports of the President and Chief Engineer:

To the Stockholders of the Mobile and Ohio Railroad Company:

The President and Directors of your company present the following report of their proceedings for the past year:

REPORT.

By our last annual report, you were informed that the track was laid from Mobile north as far as Okolona, including the Columbus (Miss.) Branch; and that it was laid from Columbus, Ky., south to a point two miles below Jackson, Tennessee. Since that report, and since your last annual meeting, we have laid down one hundred and nineteen miles of track, completing the entire line between Columbus, Ky., and the city of Mobile. The last bar of iron was laid and the last rail driven in the presence of a large crowd of spectators, and with appropriate ceremonies, on the twenty-second day of April, 1861.

In ordinary times, with our road finished, we might safely expect a large increase of income; and the time would seem appropriate to enter on a review of our financial condition, and make suggestions in regard to the future. But in the present uncertain condition of things, with a hostile army at Cairo, and a threatened, if not actual blockade of the port of Mobile, and the whole country in arms, almost entirely breaking up commercial intercourse and the ordinary business transactions of the country, it would be unsafe, at present, to make estimates of income, or propose measures of future policy. This we leave until the development of events may throw additional light on the subject.

Of one thing, however, we can speak with confidence and certainty—that your road, running through four States, will furnish in times of peace a great artery of commerce, and in war a powerful arm of defence; and that in peace or in war its influence will be exerted in support of Southern commerce and the maintenance of Southern institutions.

For the receipts and disbursements, and the operations of the several departments during the past year, we refer to the appended tables and the report of the Chief Engineer and General Superintendent. These tables and statements furnish all the material facts relating to the progress, completion and present condition of your great enterprise.

We take great pleasure in repeating the announcement made in our last report that, "to the heads of the several departments too much praise cannot be awarded for their faithful and laborious discharge of duty."

All of which is respectfully submitted.

MILTON BROWN,
President Mobile and Ohio Railroad Company.

CHIEF ENGINEER'S REPORT.

OFFICE MOBILE AND OHIO RAILROAD COMPANY. May 6, 1861.

HON. MILTON BROWN,
President Mobile and Ohio R. R. Company:

SIR:—I have the honor to report that the last spike was driven on the 22d ult., by M. J. D. Baldwyn, the projector of this great work, and the trains commenced to run regularly through the entire road Monday last.

The usual tables and statements, from No. 1, to 16, contain detailed explanations of the earnings, expenses, and movement of freight and passengers.

The earnings have been:

From pass'gers—South div.	$265,197.55	
Do. do. —North do.	127,049.68	$392,247.23
Do. freight—South div..	884,021.20	
Do. do. —North do.	74,009.71	958,030.91
Do. mails—South div ..	26,700.75	
Do. do. —North do...	15,225.00	41,925.75
Do. express—South div.	8,891.44	
Do. do —North do..	1,763.06	10,654.50
Total earnings		$1,402,858.30

And the expenses:

For rep'rs of r'd—South div.	$227,761.06	
Do. do. —North div.	49,071.40	$267,832.46
Do. mach'y—South div.	88,371.58	
Do. do. —North div.	16,862.10	105,233.68
For conducting transportation—South division...	281,105.95	
For conducting transportation—North division...	53,316.08	334,422.03
Total expenses		$707,488.17
Leaving a net revenue of.....		$695,370.22
Of which there has been paid for interest South Division.....		398,727.24
Balance after payment of interest....		$296,642.98

The earnings to the 1st September exhibit an increase over the same period of the previous year corresponding with the greater length of the road, and—but for the short crop and political agitation—would have continued during the remainder and swelled the receipts to $1,750,000, with comparatively a small increased expenditure. As soon as it was evident that the crop was unusually short, the expenses were reduced to the lowest point consistent with safety and efficiency, but this was again followed by the complete prostration of business, consequent upon the late Presidential election, which reduced the travel and upward bound freight to less than one-half of the amount it would have been in times of prosperity and peace.

The expenses of the past year were greatly increased by the renewal of 150,000 cross-ties, the reconstruction of trestle work and Howe Truss Bridges over Noxubee and Running Water, which were originally constructed of bad materials—and the transportation of materials for construction. This latter item, if charged at cost, would exceed $150,000.

It was my intention on the completion of the road to review its history and present for your consideration the prospects of its ultimate success as an investment of capital, but the Revolution of the Government, and the consequent destruction of business in every department of industry, and the uncertainty as to when commerce will resume its accustomed channels, destroys the value of all such speculations, and they are therefore omitted.

The trains have been run during the year with the usual regularity, and without the slighest injury to a passenger; and it gives me pleasure to say that this has resulted from the watchfulness and strict attention to duty of the officers, agents, and employees in every department.

Very Respectfully, L. J. FLEMING,
Chief Eng. and General Sup't.

After the reading of the report the following resolutions were adopted:

Resolved, That the completion of the road forms a proper period for an examination into the affairs of the company for the purpose of showing in detail the full cost of the work, with its attendant expenses, in a more extended form than can be expected in the ordinary annual reports, with a full and complete statement in detail of its present indebtedness, that the stockholders may be the better enabled to inaugurate a sound policy in its operation and management, so that its just debts may be promptly paid as they mature, and the stockholders be enabled to realize their proper remuneration for the capital expended.

Resolved, That for this purpose a committee of two from the State of Alabama, one from Mississippi, one from Tennessee and one from Kentucky, be appointed, with full power to make such examination, and that for this purpose the President and Directors be requested to give the said committee access to all the books, papers and vouchers, and generally to give all information in their power.

Resolved, That said committee, or a majority of them, shall have power to sit at such periods and for such length of time, or times, between this and the next annual meeting of the company, as in their judgment a proper discharge of their duties may require; and that they be allowed such compensation as the Directors shall deem just, after their labors have been completed.

Resolved, That said committee be instructed to report at the next annual meeting of this company.

Milwaukee and Minnesota Railroad.

A meeting of the stockholders of this Company, for the choice of Directors will be held on the 29th inst., at the office of the Company, in Milwaukee.

Lehigh Coal and Navigation Company.

The annual report of the Lehigh Coal and Navigation Company has just been issued. It sets forth that the shipments of coal from Mauch Chunk commenced on the 2d of April, 1860, and continued uninterrupted on the Company's Canal until the close of the season, on the 10th of December. The shipments during the year were—

	Tons.
At Mauch Chunk	474,085
At East Mauch Chunk	163,498
At Penn Haven	248,823
At Rockport	104,349
At White Haven	100,277
Total shipment on the navigation	1,091,032

Showing an increase of 40,373 tons over the tonnage of 1859. In addition to the above, there were taken from the Company's mines at Tamaqua 43,072 tons. The great bulk of the shipments passed into the Delaware Division Canal, which connects with the Lehigh at Easton and empties into the Delaware river at Bristol. The shipments of lumber were 45,525,564 feet; an increase over those of the previous year of 2,591,909 feet. The freight of all description passing over the Lehigh Canal for the year, ascending and descending, amounted to 1,338,375 tons. The net earnings were $528,601, against $415,641 for the preceding year; exhibiting an improvement of $112,959.—*Philadelphia Shipping List.*

Grand Trunk (Ca.) Railway.

We have before us a copy of the report of the Auditors of this company, dated at Montreal, December 21, 1860, from which we have obtained the annexed statements of the financial condition of the company. In presenting these statements, the Auditors remark that they "have already signed a certificate to the effect that the books of the railroad are properly kept, that the balance sheet corresponds with the ledger, and that vouchers have been produced for the sums charged as cash payments." But that "the balance sheet, *as printed*, does not represent intelligently the position of the company's affairs, inasmuch as many accounts stand open which should be closed and charged against such standing accounts as construction, capital, revenue or profit and loss, among which are the following: Interest account and discount on bills; steamers and barges for ferries; London office expense account; insurance; goods purchased in London, and others of minor character, as appears in a *newly classified balance sheet*, made by them, and which they trust will be found plain and suggestive."

In regard to the balance at credit of revenue account, $1,473,281 41, they say that "unless examined, this would appear to exhibit a profit on the running of the line in past years, which, however, is not the case, inasmuch as several large items have yet to be classed against it, such as lease of Portland road, lease of Chicago and Detroit road, carriage of Company's stores," etc., etc., amounting to $2,482,772 61—being greater than the revenue account by $1,009,491 20.

After calling attention to the defective mode of examining and passing accounts; the extra pay allowed to clerks for extra time; the manner of purchasing stores; fuel; car and engine oils; Toronto rolling mill; the Sarnia lands and stations, etc., the Report says:

The Auditors, however, feel persuaded that while for the efficient management of the road, these and other matters require revision and improvement, the changes recommended will go but a short way in affording any permanent relief to the shareholders of the Company in its present embarrassed position.

The evil is too deep to be adequately reached by any change in the system of management, although such change may be imperatively necessary, and though the undersigned may be said to be going beyond their province, in entering here into the discussion of such matters, they feel constrained, both as Shareholders and Auditors, to record their opinion, founded on long observation, that the present embarrassments of the company have arisen chiefly from its connection with the successive Governments of the Province and the necessity therefrom of conciliating political support. To this may be attributed the immense loss of capital involved in the purchase of the "St. Lawrence and Atlantic Railway" at 37½ per cent. premium, when it might have been purchased at 50 per cent. discount. In the leasing of the Portland end at 6 per cent. annual interest on its entire capital, when its stock was selling at a very large discount, and the control of it could have been obtained by the purchase of the stock at or below that rate, or by leasing it at a proportionate rate of interest. These items alone involve a loss to the company of a sum not less than six millions of dollars. Say $6,000,000
And an additional sum required to put the road in proper running order of. 1,600,000
To the same influence may be attributed the necessity which was forced on the company of building this line, from Quebec to River du Loup, 120 miles, at a cost of. 3,000,000
Also the Three Rivers and Arthabaska Road or Branch..... 162,000
And the subsidies to the "Ottawa and Prescott" and other branches, say at cost of. 737,000
And the Kingston extension..... 214,510

The undersigned feel justified in affirming that from these and other such political necessities, a sum has been engulped equal to the entire aid given by the Province to the enterprise, and to make the matter worse, these extensions are not self supporting, and if not closed, will remain a continual expense annually to the company. Nor has the Province been benefitted to any material extent by the expenditure, because these branches and extensions were not required at the time, nor since, do not pay, and would not under other circumstances have been built for many years to come.

The Auditors are further of opinion that if this great enterprise had been originally commenced and conducted as a mercantile business, independent of political influences, the line in the first instance would have been confined to the district between Montreal and Toronto, would have paid well, and could afterwards have been extended East and West, as the business of the country demanded, and the finances of the company would have permitted. Had this been done, the affairs of the road would to-day have presented a very different aspect, and even now the undersigned are of opinion that the true interest of this company, is to get over its present embarrassments from its own resources; and to cut off at once and forever all connection with Government, or with politics, and in future to conduct the business purely as a commercial enterprise on mercantile principles, having all its connections and arrangements such, as will best advance its own interests.

This road occupies a peculiar position, in so far as it may be regarded in a double capacity. First as a Local Canadian Line, and next in its through capacity as a competitor with the United States Lines for the through business passing between the States of Ohio, Michigan and Illinois in the West, and Portland, Boston and the sea-board in the East. Its connection with Portland compels it to cultivate a through Western trade, and it seems to be doing so successfully, and at fair rates. From the want of a due appreciation of its position in this respect, much unnecessary blame has been cast on the Manager for encouraging the through trade, but the undersigned are of opinion that while the development of the Local Canadian traffic should always be the first object, the other is not to be neglected or lost sight of.

The company has suffered much inconvenience, expense and loss, from a want of a railroad connection and terminus with the City of Montreal, the place from whence it derives by far the largest and most profitable part of its traffic. And the undersigned are of opinion, that if the money spent to achieve a connection with Kingston, (the trade with which is comparatively insignificant,) and at Sarnia, which has very little trade; or at Chapman's Quebec Docks, which seems an outlay entirely uncalled for, had been devoted to the great necessity of connecting the largest city in British America with the railway, it would have been in every respect more conducive to the interests and prosperity of the company.

The Auditors feel warranted in expressing their conviction, however, from a knowledge of the constantly increasing and elastic trade of the Province, that with proper management and equipment, a connection with the City and Harbor of Montreal, strict surveillance and economy in every department, the enterprise would soon pay interest on its bonds, and before many years give something to its Shareholders also.

It may not be amiss for the Auditors to suggest, that it would be desirable if the Province would exchange its claims on the company for a transfer of the branches and extensions which had to be made to obtain the Provincial Aid. This would be a strictly just arrangement, and might be advantageous to both parties; it certainly would be to the Grand Trunk Company.

The capital account of the Grand Trunk Railway Company June 30, 1860, was as follows:

RECEIPTS.

By capital raised from shares, debentures, as per balance sheet		$58,469,643 61
Borrowed from bills payable		2,112,583 53
" " exchange		362,991 26
" " London bankers		6,853,681 48
" " do. expended on Chicago and Detroit line		86,836 44
		$67,885,734 32

EXPENDITURES.

	Miles.		
Eastern Division	363	cost	$15,840,432 96
Central "	335	"	17,177,882 80
Western "	190	"	8,761,802 23
	886		$41,779,617 99
Portland line	149		1,615,915 12
	1,037		$43,375,533 11
Rolling stock			4,475,247 35
			$47,870,780 46
Boats and barges, ferries, etc.			274,320 49
Paid towards docks at Quebec			123,000 00
Sundry items as per balance sheet			125,238 74
Laid on office expenses			116,086 71
Loss on debentures sold			292 00
London Secretary's accounts, 1 and 2	$410 70 / 529 26		940 05
Canada drawing account			24,000 00
Sundry interest accounts unclosed,	$8,798,977 33 / 332,462 82 / 251,727 53		9,383,167 68
To debit of Chicago and Detroit line, but not to be repaid or collected			41,402 86
			$57,959,228 49
Victoria bridge to date			6,494,667 34
			$64,453,895 83
Balance to general or working account			3,431,838 49
			$67,885,734 32

The amount at credit of revenue account to same date was $1,473,281 41

But revenue account was charged with the following:

Lease of Portland road,	$2,248,766 22	
Lease Chicago and Detroit road	86,836 44	
Carriage Company's own stores formerly credited revenue account should now be debited	109,347 78	
Loss on running River du Loup line	8,169 35	
Quebec & Richmond ground rent	1,864 39	
Hon. J. Hamilton Lake steamer, to date	3,815 00	
Insurance on buildings should have been charged to expense or revenue account when paid.	23,895 58	
Balance to date on hire of cars	77 85	
		2,482,772 61
Balance, loss on total business of the road		$1,009,491 20

The General Account of the Company June 30, 1860, was as follows:

LIABILITIES AND CREDITS.

Balance from capital account		$3,431,838 49
Due sundry parties		37,943 48
Stores, fuel and miscellaneous accounts from balance		523,303 51
Wages due		173,118 84
Chicago and Detroit road		86,836 44
		$4,253,040 76

ASSETS AND DEBITS.

Outstanding traffic accounts		$450,163 06
Amount stores said to be on hand		494,834 45
" fuel " " "		280,855 18
Due paid Commissioners, Portland City, redemption fund, to come off lease		226,350 00
Advances on account, Chicago and Detroit line, to be repaid		9,052 72
Due by City Portland, being advances made for steamship wharf		26,694 39
Due by Atlantic and St. Lawrence Railroad said to come off lease		23,029 92
Due by Postmaster General		7,738 92
" O. S. & H. Railway		5,237 45
" Great Western do.		3,071 41
" Ontario Foundry		105 80
" Port Hope & Lindsay Railway		240 71
From sundry petty accounts		10,074 45
" Abbott & Freer		9,008 38
		$1,155,356 84
Toronto debentures	$400,000 00	
Atlantic & St. L. shares	191,446 66	
" debentures	33,833 33	
Unissued bonds	9,441 33	
		634,721 32
Advances Three Rivers and Arthabaska Branch	$162,312 53	
Amount in hands of the Prov. Agents aid of subsidiary lines	736,995 83	
		899,308 36
		$3,089,386 52
Cash on hand		154,163 04
		$3,243,549 56
Balance at debit of revenue account lost on total business of the road,		1,009,491 20
		$4,253,040 76

New Telegraph Line.

The arrangements are completed for the construction of a telegraph line from Vincennes to Terre Haute, which will give us a direct telegraph communication with the capital of the State, and an additional route to the North and East. The work will be prosecuted vigorously by Mr. Ingle, President of the E. & C. R. R., and the Western Union Telegraph Company, and a speedy completion of the line is beyond question.—*Evansville Journal.*

Iron Works at Pompton.

We learn that the long dormant but extensive iron works at Pompton, formerly operated by Peter M. Ryerson, and closed by the tariff of 1846, are about to be re-modeled and modernized by the Messrs. Horner from New York City, who, under promise of the benefits likely to arise from the new tariff, will commence operations sometime during the summer, or as soon as they can get the Works in complete order.—Mr. Morrison, a gentleman thoroughly conversant with the heavy iron manufactures in Massachusetts, is now upon the ground, using his best efforts and skill in forwarding the improvements.—*Paterson, N.J., Guardian.*

Bonded Debt of St. Louis.

We have received the report of the Comptroller of St. Louis, for the fiscal year ending April 8, 1861, from which we copy the following tabular statements in reference to the bonded debt of that city, showing where and for what purpose bonds were issued and the time of maturity of same. No. 1 represents those which are payable from the general revenue of the city, while No. 2 are those to be met from sources of special revenue.

[No. 1.]

Bonds issued for Railroads.

PACIFIC RAILROAD.

1851	May 31, 20,	May 31,	1871,	2610	$21,000
1851	Sep. 4, 20,	Sep. 4,	1871,	2610	49,000
1851	Dec. 24, 20,	Dec. 24,	1871,	2610	46,000
1852	May 1, 20,	May 1,	1872,	2610	24,000
1852	July 1, 20,	July 1,	1872,	2610	25,000
1852	Sep. 1, 20,	Sep. 1,	1872,	2610	25,000
1852	Nov. 1, 20,	Nov. 1,	1872,	2610	14,000
1853	Feb. 10, 20,	Feb. 10,	1873,	2610	49,000
1853	Apr. 30, 20,	Apr. 30,	1873,	2610	96,000
1853	Sep. 1, 20,	Sep. 1,	1873,	2610	70,000
1853	Dec. 1, 20,	Dec. 1,	1873,	2610	44,000
					$463,000

OHIO AND MISSISSIPPI RAILROAD.

1852	Jan. 1, 20,	Jan. 1,	1872,	2611	$95,000
1852	July 1, 20,	July 1,	1872,	2611	47,000
1853	Jan. 1, 20,	Jan. 1,	1873,	2611	48,000
1853	July 1, 20,	July 1,	1873,	2611	99,000
1854	Jan. 1, 20,	Jan. 1,	1874,	2611	147,000
					$436,000

IRON MOUNTAIN RAILROAD.

1854	Jan. 1, 20,	Jan. 1,	1874,	3052	$66,000
1855	Jan. 1, 20,	Jan. 1,	1875,	3052	147,000
1855	July 1, 20,	July 1,	1875,	3052	68,000
1857	Dec. 10, 20,	Dec. 10,	1875,	3849	6,000
					$287,000

NORTH MISSOURI RAILROAD.

1854	Apr. 1, 20,	Apr. 1,	1874,	3059	$ 62,000
1854	Aug. 1, 20,	Aug. 1,	1874,	3059	89,000
1855	Feb. 1, 20,	Feb. 1,	1875,	3059	73,000
1855	Jun. 1, 20,	Jun. 1,	1875,	3059	189,000
					$413,000
					$1,599,000

Bonds issued to pay Maturing Bonds, Balances Due, Accounts, Judgments and other Municipal Purposes.

1836	Jan. 27, 34,	Jan. 27,	1870,	278	$149,000
1841	Feb. 1, 30,	Feb. 1,	1871,	700	1,000
1840	May 22, 21,	May 22,	1861,	590	200
1845	Oct. 1, 20,	Oct. 1,	1865,	1518	81,500
1846	Nov. 1, 30,	Nov. 1,	1876,	1758	70,000
1847	Nov. 11, 20,	Nov. 11,	1867,	1866	1,000
1847	Nov. 19, 20,	Nov. 19,	1867,	1866	13,000
1847	Nov. 23, 20,	Nov. 23,	1867,	1866	3,000
1847	Nov. 26, 20,	Nov. 26,	1867,	1866	1,000
1847	Dec. 2, 20,	Dec. 2,	1867,	1866	5,000
1847	Dec. 11, 20,	Dec. 11,	1867,	1866	1,000
1847	Dec. 17, 20,	Dec. 17,	1867,	1866	2,000
1847	Dec. 21, 20,	Dec. 21,	1867,	1866	1,000
1847	Dec. 22, 20,	Dec. 22,	1867,	1866	1,000
1847	Dec. 29, 20,	Dec. 29,	1867,	1866	6,000
1847	Dec. 30, 20,	Dec. 30,	1867,	1866	1,000
1847	Dec. 31, 20,	Dec. 31,	1867,	1866	15,000
1848	Mar. 4, 20,	Mar. 4,	1868,	1866	100,000
1849	Feb. 1, 13,	Feb. 1,	1862,	2076	90,000
1851	Feb. 5, 20,	Feb. 5,	1871,	2562	148,000
1852	May 20, 22,	May 20,	1874,	2812	54,000
1852	Jun. 5, 25,	Jun. 25,	1877,	2815	26,000
1853	Feb. 21, 26,	Feb. 21,	1879,	2965	50,000
1853	Jun. 10, 25,	Jun. 10,	1878,	2987	28,000
1855	May 1, 20,	May 1,	1875,	3303	9,000
1855	Jun. 23, 25,	Jun. 23,	1880,	3344	35,000
1856	Apr. 1, 20,	Apr. 1,	1876,	3131	2,000
1857	July 1, 25,	July 1,	1882,	3890	50,000
1857	July 15, 25,	July 15,	1882,	3890	14,000
1857	Aug. 10, 25,	Aug. 10,	1882,	3890	91,000
1857	Sep. 20, 25,	Sep. 20,	1882,	3890	20,000
1858	Mar. 1, 25,	Mar. 1,	1883,	3890	20,000
1858	May 20, 25,	May 20,	1883,	3890	4,000
1858	Jun. 2, 25,	Jun. 2,	1883,	3890	38,000
1859	Jan. 1, 5,	Jan. 1,	1864,	3825	5,000
					$1,186,200

Bonds issued to Purchase Real Estate, to erect Public Buildings, &c.

1840..	Dec. 1,	50, Dec. 1,	1890,	682..	$25,000
1845..	July 21,	50, July 21,	1895,	1494..	50,000
1850..	May 1,	14, May 1,	1864,	2282..	75,000
1851..	Apr. 28,	15, Apr. 28,	1866,	2622..	50,000
1855..	Jun. 9,	25, Jun. 9,	1880,	3096..	10,000
1855..	May 8,	20, May 8,	1875,	3100..	28,000
1855..	Aug. 11,	25, Aug. 11,	1880,	3358..	35,000
1856..	Apr. 1,	20, Apr. 1,	1876,	3045..	8,000
1856..	Apr. 11,	20, Apr. 11,	1876,	3524..	10,000
1856..	Feb. 1,	20, Feb. 1,	1876,	3493..	49,000
1857..	Apr. 1,	30, Apr. 1,	1887,	3616..	20,000
1857..	Jun. 6,	20, Jun. 6,	1877,	3805..	137,000
1858..	Feb. 1,	20, Feb. 1,	1888,	3616..	8,000
1858..	Mar. 6,	30, Mar. 6,	1888,	3616..	2,000
1858..	Jun. 2,	20, Jun. 2,	1878,	3983..	25,000
					$532,000

Bonds issued to Construct Public Sewers.

1850..	May 1,	20, May 1,	1870,	2281..	$50,000
1851..	Apr. 28,	20, Apr. 28,	1871,	2621..	100,000
1852..	Apr. 12,	20, Apr. 12,	1872,	2621..	50,000
1853..	Feb. 24,	20, Feb. 24,	1874,	2621..	20,000
1855..	Jun. 1,	25, Jun. 1,	1880,	3105..	20,000
1855..	Jun. 19,	25, Jun. 19,	1880,	2621..	49,000
1856..	Jan. 4,	25, Jan. 4,	1881,	2621..	38,000
1856..	Mar. 11,	20, Mar. 11,	1876,	3083..	29,000
1857..	May 16,	30, May 16,	1887,	3565..	23,000
1857..	May 26,	25, May 26,	1882,	3506..	8,000
1858..	Aug. 27,	30, Aug. 27,	1888,	3565..	25,000
1858..	Dec. 2,	25, Dec. 2,	1882,	3506..	3,000
					$425,000

Bonds issued to Improve Streets in the Old Limits of the City.

1851..	Apr. 28,	20, Apr. 28,	1871,	2620..	$25,000
1851..	Nov. 15,	22, Nov. 15,	1873,	2732..	40,000
1852..	Sep. 18,	20, Sep. 18,	1872,	2883..	20,000
1853..	Feb. 23,	20, Feb. 23,	1873,	2883..	20,000
1854..	Feb. 25,	20, Feb. 25,	1874,	2883..	10,000
1854..	Feb. 25,	25, Feb. 25,	1879,	3028..	4,000
1854..	Feb. 27,	25, Feb. 27,	1879,	3028..	5,000
1854..	Mar. 1,	20, Mar. 1,	1874,	2883..	25,000
1854..	Mar. 3,	25, Mar. 3,	1879,	3028..	5,000
1854..	Apr. 4,	25, Apr. 4,	1879,	3028..	86,000
1855..	July 30,	25, July 30,	1880,	3230..	10,000
1857..	Jun. 10,	30, Jun. 10,	1887,	3668..	10,000
					$260,000

Aggregate amount of bonds payable from sources of general revenue $3,952,200

[No. 2.]

BONDS ISSUED FOR SPECIAL ACCOUNTS PAYABLE FROM REVENUE DERIVED THEREFROM.

Bonds issued for Water-Works.

1841..	Jun. 1,	30, Jun. 1,	1871,	749..	$ 6,000
1842..	May 17,	30, May 17,	1872,	980..	22,000
1852..	Sep. 20,	20, Sep. 20,	1872,	2873..	60,000
1853..	Feb. 22,	20, Feb. 22,	1873,	2873..	30,000
1853..	May 7,	25, May 7,	1873,	2873..	29,000
1855..	Jan. 4,	25, Jan. 4,	1880,	3093..	56,000
1855..	Feb. 12,	25, Feb. 12,	1880,	3093..	50,000
1855..	Apr. 2,	25, Apr. 2,	1880,	3093..	4,000
1855..	Apr. 24,	25, Apr. 24,	1880,	3093..	6,000
1855..	Jun. 4,	35, Jun. 4,	1880,	3093..	9,000
1855..	Sep. 11,	25, Sep. 11,	1880,	3368..	17,000
1855..	Oct. 1,	25, Oct. 1,	1880,	3368..	30,000
1855..	Dec. 10,	25, Dec. 10,	1880,	3368..	21,000
1856..	Jan. 10,	25, Jan. 10,	1881,	3368..	25,000
1858..	May 10,	25, May 10,	1883,	3913..	29,000
1858..	Jun. 12,	25, Jun. 12,	1883,	3913..	18,000
1858..	July 12,	25, July 12,	1883,	3913..	85,000
					$497,000

Bonds issued to Improve the Harbor.

1850..	July 1,	15, July 1,	1865,	2414..	$14,000
1850..	Nov. 30,	13, Nov. 30,	1863,	2414..	4,000
1851..	Mar. 15,	15, Mar. 15,	1866,	2414..	20,000
1852..	May 1,	25, May 1,	1877,	1737..	40,000
1853..	Jan. 17,	25, Jan. 17,	1878,	2737..	46,000
1853..	Jun. 16,	27, Jun. 16,	1880,	2982..	50,000
1854..	Sep. 4,	27, Sep. 4,	1881,	2982..	50,000
1856..	Feb. 9,	30, Feb. 9,	1886,	3505..	15,000
					$239,000

Bonds issued for Improving the Wharf.

1852..	Apr. 20,	15, Apr. 20,	1867,	2736..	$20,000
1854..	Apr. 4,	25, Apr. 4,	1879,	3039..	14,000
1854..	Apr. 14,	25, Apr. 14,	1879,	3039..	9,000
1854..	May 22,	25, May 22,	1879,	3039..	5,000
1854..	Jun. 26,	25, Jun. 26,	1879,	3039..	50,000
1855..	Mar. 22,	25, Mar. 22,	1880,	3039..	19,000
1856..	Jan. 6,	25, Jan. 6,	1881,	3039..	49,900
					$166,000

Bonds issued to Construct District Sewers.

1856..	July 1,	5, July 1,	1861,	3531....	$8,000
1856..	July 1,	5, July 1,	1861,	3620....	2,000
1856..	Aug. 29,	5, Aug. 29,	1861,	3620....	3,000
1856..	Dec. 10,	5, Dec. 10,	1861,	3339....	5,000
1857..	Feb. 2,	5, Feb. 2,	1862,	3531....	2,000
1857..	Feb. 5,	5, Feb. 5,	1862,	3351....	2,000
1857..	Feb. 24,	5, Feb. 24,	1862,	3620....	3,000
1857..	Jan. 31,	5, Jan. 31,	1862,	3644....	3,000
1857..	May 1,	5, May 1,	1862,	3644....	3,000
1857..	May 1,	5, May 1,	1862,	3692....	6,000
1857..	May 1,	5, May 1,	1862,	3806....	1,500
1857..	May 1,	5, May 1,	1862,	3844....	3,000
1857..	May 23,	5, May 22,	1862,	3335....	4,000
1858..	May 23,	5, May 23,	1862,	3692....	1,000
1858..	July 12,	5, July 12,	1863,	4100....	4,000
1858..	July 12,	5, July 12,	1863,	4188....	2,000
1858..	July 12,	5, July 12,	1863,	4010....	3,000
1859..	Jan. 22,	5. Jan. 22,	1864,	4227....	3,000
1859..	Dec. 2,	5, Dec. 2,	1864,	4162....	1,000
					$59,500

Aggregate amount of bonds payable from sources of special revenue..... ....$961,500

Total amount of bonds outstanding April 8th, 1861, was. 4,913,700

Recapitulation as follows:

Bonds issued for railroads..... ....$1,599,000	
" to pay bonds, balances, judgments, &c	1,136,200
" to purchase ground and erect buildings	532,000
" to construct public sewers	425,000
" to improve streets in old limits...	260,000
" for water-works	497,000
" to improve the harbor.....	239,000
" to improve the wharf.....	166,000
" to construct district sewers.....	59,500
	$4,913,700

Of this amount there will mature during the fiscal year $120,200.

Of which there will be due, and payable from the general revenue ninety thousand and two hundred dollars, leaving thirty thousand dollars payable from special accounts, not requiring an appropriation from general revenue.

The receipts of the city from all sources in 1859-60 were $1,358,742 74; in 1860-61 they were $1,374,415 39.

The floating debt of the city amounts to $255,-824 46; in addition to which, over $352,000 is due to special funds established by charter, making the whole floating debt over $607,000, exclusive of what may be due to district sewers and other minor sources. The Comptroller estimates the probable necessities of the government, including bonds falling due for the current fiscal year, with the closest and most rigid economy at $913,200, making the sum necessary to pay just demands upon the city, $1,169,024 46. To meet this expenditure, the revenue from all sources applicable to general accounts, is estimated at $783,000—leaving a deficit of $386,024 46 to be provided for. The Mayor is of the opinion that reductions may be made in the current expenses to an amount to bring them by possibility *nearly* within the estimated revenue.

The Assessor estimates the reduction in the valuation of property at $25,602,057 58, and a consequent decrease in the taxes to be collected of $260,710 40. In view, however, of the heavy burdens, still resting on property owners, of the almost universal falling off in rents and of the general stagnation in business, the Mayor recommends a still further reduction in taxes, by *first*, a suspension of the harbor tax, which ought to be continued; and *second*, a reduction of the public sewer tax from one-tenth of one per cent., to one-twentieth, or its total suspension for the present year, if practicable.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending May 4, were..... .....$65,808 20
Week ending May 5, 1860 .... 60,329 62

Increase.... ....$5,478 58
Total traffic from July 1st, 1860 ...$2,949,359 22
Corresponding period previous year 2,456,466 17

Increase.... ....$492,893 05

The earnings of the New York and New Haven Railroad for April, 1861, were:

Passengers $65,349 62
Freight 14,000 00

Total.... ....$79,349 62
Corresponding month, 1860.... .... 78,184 68

Increase.... ....$1,164 94

The earnings of the Macon and Western Road for April were:

From passengers	$8,575 84
" mails	838 50
" freight.....	31,381 34
Total.... ....$40,985 68	
1860. .... 28,798 71	
Increase.... ....$11,186 97	

This large increase is due to the fact that the traffic which has hitherto been diverted from this road to Charleston, now, in consequence of the troubles at that port, is sent over the whole length of this road to Savannah.

The receipts of the Central Ohio Railroad Company in March were $81,030 90, and the expenditures $68,769 20—leaving balance on hand $12,-261 70.

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of April, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal $167,415 41		$160,773 22
" " merch'dise	41,361 63	53,114 64
" " travel, etc.	43,377 24	34,222 42
Total.. ....$252,154 28		$248,110 28
Transportation, roadway, dumpage, renewal fund, and all charges	122,386 63	130,102 05
Net profit for the m'th,$129,767 65		$118,007 63
Profit for the previous 4 months	339,353 47	344,395 66
Total profit for 5 mos.$469,121 12		$462,403 29

The following table shows the earnings of the Vermont and Massachusetts Railroad for

	1860.	1861.	Decrease.
January ...$18,616 49	$14,329 19	$4,287 33
February .. 16,946 11	14,867 27	2,078 84
March 22,860 36	17,953 83	4,906 53
	$58,423 96	$47,150 26	$11,272 70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	23	14	283		Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	353,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	29,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	57
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
0Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	34
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.6	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	59
.. .. '57	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,707	.....	—	....
								INDIANA.													
—	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	—	—	—	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,835,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,253,015	248,969	108,434	1,710,51	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	323,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,578	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	189,200	556,600	.....	1,090,000	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.														
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11½
								MASSACHUSETTS.														
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,820,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	107
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,964	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	—	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	5	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	5	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,611	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	12
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	11
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.														
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	...	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	--	—	—	.....	—	—	—	*Platte County*	.....	—	—	.....	—	—	—	—	—	—	—	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	36.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	18,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	62.7	—	4.6	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	62.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.														
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,000,800	435,655	.....	60.2	.....	162,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	106
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	255,236	107,321	6½	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,300	340,000	1,766,235	1,760,562	53.0	.....	1,113,882	670,720	10	133
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	—	—	—	—
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,686	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$.	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	oper.	by Western.	—	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,052	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	oper.	by N. Y. & E.	24,000	—	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	oper.	by Receivers.	30,000	—	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	oper.	by B.B.N. Y. & E.	—	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	35
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	07.5	—	'343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	72
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	21½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	11
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	701,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	—	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	oper.	by Ren. & Sar.	30,150	7	—	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	600,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	oper.	by Long Isl.	37,560	9	—	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	oper.	by Hud's River.	—	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	oper.	by other Co's.	—	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,455	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,966	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,243,275	141.2	—	1,084,692	574,275	12	91
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,165,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,096	332,093	4	8
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	23
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit. Miami.	170,795	8	81	—
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	141,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	560,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	53,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,400	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	285,934	34,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	by C., C. & C.	—	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper.	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	456,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper.	r. by C., W. & E.	—	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	604	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norristt'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	51
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	161.4	—	3,312,546	858,597	—	51
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
31 Oct. '60	98.0	6.0	....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,236,597	471,712	6½	32½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	----------	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----------	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	----------	1,321,847	33.0	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	----------	----------	----------	----
30 Nov. '59	29.6	6.5	31.0	—	8	3	127	Tioga	703,349	55,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	----------	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	—	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	----------	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	----------	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	----------	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	169.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275,000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----------	----------	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	90
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	----------	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----------	883,186	439,943	—	9
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----------	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	12	----
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108.0	193,683	116,225	41,985	—	----
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	60 0	----------	----------	----------	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
1 Dec '60	48.5	—	----	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----------	1,550,873	1,036,131	12	106

New York Stock Exchange.

Sale Prices for the week ending May 22, 1861.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Federal Stocks:—						
U. S. 5s, 1874	79	----	----	----	79	79
U. S. 6s, 1881	90	89	89	88½	88½	----
State Stocks:—						
California 7s	----	----	----	----	75	75
Georgia 6s	----	60½	----	----	----	60
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	50	----	50	----	51
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	38	38½	38	37	38½	40
New York 5s, 1870	----	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	----	58	58	62	58	60
Ohio 6s, 1886	94	----	----	----	----	----
Tennessee 6s, 1890	44	43½	42	42	42	43
Virginia 6s	45½	45½	45	46	50	46
Railroad Shares:—						
Chicago, Burl. and Q.	60	59	58	57	58	57
Chicago and Rock Isl.	36	36½	35	35	35½	35
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	24	24	23	23	23	23
Del., Lack. and West	----	75	----	----	----	----
Galena and Chicago	56	59½	58	59	59	59
Hudson River	36	36	35	35½	35	35
Illinois Central (scrip)	65½	65½	64½	68	69	66
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	45½	45	43½	43	43	42½
M. S. and N. I. guar'd,	28	28	28	12	27½	27
M. S. and N. I.	12½	13	12½	13½	12	11
Mil. and P. du Chien	----	14	----	----	----	----
New Jersey Central	----	----	----	----	106	----
New York Central	72½	72½	72	72	72	72
New York and Erie	21	20½	21½	21½	22	21½
N. York and Harlem	12	11½	11½	11½	11½	11
N. Y. and H. "pref."	28½	28	28	28	27½	27
Panama	100	102	100	101	104	106
Phila. and Reading	31½	31½	31	31½	31½	31
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	35	----	35	35	35	35
" " 2d M.	13	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	95	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	----	----	98	----	----
" 2M. 8p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	31	----
Hudson R. 1M. 7p.c. '69	----	----	----	106	----	----
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	82½	82
Illinois Centr. 7 p.c. '75	92	91½	92	91	90	90
" " 6p.c. '75	92	91½	92	91	90	90
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8p.c. '82	----	93½	----	94	94	----
" conv. 8p.c. '69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	74	----	----	72	70
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	100½	----	----	100½	100	----
N. Y. & E. 1 M. 7 p.c. '67	101	----	----	101	101	----
" 2 M. 7 p.c. '64	----	----	97	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	82	----
" 4 M. 7 p.c. '80	----	----	81½	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	93	93	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	----	80	80	80	----	----
America, Bank of	----	97	----	----	----	----
Commerce, Bank of	----	82	----	----	----	----
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	----	87	87	----	87	----
Mining Stock:—						
Pittsburg	----	----	----	----	----	40
Rockland	----	----	----	----	----	12
Minnesota	----	----	----	----	----	60
Isle Royale	----	----	----	----	----	6
Miscellaneous:—						
Del. and Hud. C. Co.	----	----	84	----	84	----
Cumberland Coal Co.	----	8	----	5½	5½	----
Penn'a Coal Co.	75	----	76	77	----	77
Pacific Mail S. S. Co.	63	60½	60	60	61	61
Canton	----	9	9	----	9	9
Brooklyn Water W's	----	100	----	----	100	----

The following are the closing prices in the London Market on the 8th May:

United States 5 p. c. red. '74	75	to	80
Illinois Central 6 p. c. red. 1875	85	to	90
Do. 7 p. c. red. 1875	85	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	64	to	66
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	84	to	85
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	81	to	83
Do. 7 per cent. 1864	89	to	91
Do. 7 per cent. (sinking f.) 1876.	90	to	94
Do. $100 shares	64	to	66
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	85	to	90
Do. 3d do. 1883, assented	75	to	80
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	82	to	86
Do. 2d mort. 6 per cent. sterling	82	to	86
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, May 25, 1861.

Share and Money Market.

The Share Market the past week has been steady, with some advance in Illinois Central, and a few other stocks. There is but little Central stock in the market, which has been largely oversold. Considerable quantities went abroad at the recent low prices. The traffic of the road is fair and is not likely to be lessened by the war. All Western Railroads are now suffering severely from a deranged currency issued by the Free Banking System of several of the Western States. A large portion of the paper money afloat is at from 30 to 50 per cent. discount. This currency constitutes the almost only medium of circulation in the West, and the unwillingness to take, or part with it at the present low prices, is a great check upon all kinds of business and is a serious draw-back upon sending produce to market. A very large number of these banks will probably be wound up. The embarrassments created by this currency has seriously reduced the earnings of all Western roads.

Money continues abundant, there is but little call for it except for the expenses of Government, and these have had no perceptable influence thus far, in putting up rates.

Cleveland and Pittsburg Railroad.

This company gives notice that the time for funding the unsecured indebtedness of the Cleveland and Pittsburg Railroad Company, according to the proposition contained in the last report of the Company, is limited to July 1, 1861. The holders of the River Line Bonds, Income Bonds, Dividend Bonds, and Bills Payable of said Company, are notified to present them to be exchanged for the new bonds of the Company, of the denomination of $500, now ready for delivery, at the office of the Company, in Cleveland, or to H. C. Kingsley, at No. 25 William st., New York.

New York Central Railroad.

The freight business of this road was never so large as at present—since the Canal opened. The company find a material increase of trade from the Southern difficulty. This trade is light however, compared with that from west to east. During the month of May, so far, an average of 150 cars of freight have been sent each day from Buffalo. As many more cars are laden at Suspension Bridge and the way stations on the Central, making perhaps 300 cars per day that go to Albany and Troy. The company are doing all that can be done in freight. All freight cars are in requisition, and more might be profitably employed.

The passenger trade is fair, though not unusually large for the season. The tracks and bridges of this road, throughout its entire line, are in excellent order, and the same may be said of its cars and engines. A favorable winter has left the locomotives in good condition, and the trains make first rate time.—*Rochester Union.*

Oils for Lubricating Purposes.

We copy the following extract from the "Oil Circular" of F. S. Pease, of 61 Main st., Buffalo:

Natural oils for lubricating purposes are on the decline, these oils, when first used, seem to work very well, but as soon as they take hold of the iron they are almost certain to destroy it, to heat and cut badly. They contain but a small proportion of heavy oil. The theory which we have always advanced in regard to oils for lubricating holds good in every case. No volatile oil, or any oil made by destructive distillation will answer. An oil that will cut the gum (as they say) is the worst recommendation that can be given it, and this is claimed by all advocates of natural or coal oils. Oils that decompose at a low heat, will not answer for machinery, it makes no difference whether the heat is occasioned by long and continued use, as in heavy bearings, the effect on the oil is the same in the end. Oil to lubricate must hold the bearings and form a body between the two bubbing surfaces, and not be affected or changed by a very great degree of heat, even of melted lead.

Petersburg, Va., Railroad.

The annual report of this company for the year 1860, shows a falling off of nearly $17,000 in gross receipts as compared with the previous year, three-fourths of which is in the passenger department, caused by the interruption of travel arising out of the disturbed condition of the country during the latter part of the year. The aggregate debt of the company has been reduced to $99,266.

Northern, N. H., Railroad.

The gross receipts of this road for the year ending March 31, were $364,397 64. Total net earnings $156,615 62. Two dividends have been paid during the year. The outstanding Bonds are as follows: Due April 1, 1864, $43,700. April 1, 1874, $192,100.

The Contingent Fund now consists of cash and cash assets, which are regarded as good and available beyond question, and amounts to $50,491 44.

The stocks of fuel and material are large, though less than last year. From a comparison of the cost of fuel used the last two years with previous years, it appears that no disadvantage has accrued to the Company from having a full supply on hand in suitable sheds.

The business of the road has fallen off considerably during the last quarter of the past year, and it will probably continue depressed during the coming year, under the present state of business throughout the country.

Pacific Mail Steamship Company.

The following is the annual report of the President of the Pacific Mail Steamship Company:

OFFICE PACIFIC MAIL S. S. Co.,
New York, May 14th, 1861.

In conformity with custom, I beg leave respectfully, on behalf of the Board of Directors, to submit for your intelligent consideration, a full statement of the affairs of the Company on the 1st of May, 1861.

The surplus on the 1st November was		$757,932 14
Deduct dividend paid November 15th		400,000 00
Balance remaining		$357,932 14
The earnings of the Company during the past six months, deducting ordinary running expenses and repairs, amount to within a fraction of 12 per cent. on the capital, or	$479,973 70	
From this is to be deducted extraordinary expenses—*i. e.* the dispatch of the St. Louis to the Pacific.	$44,000 00	
The payment to Mr. C. Vanderbilt of the final instalments for the purchase of his steamers & good-will on the Pacific.	105,050 67	
	149,050 67	
Net earnings of the Company for the past six months 8¼ per cent., or		330,923 03
Balance remaining		$688,855 17
Of this amount there has been passed to profit and loss (and for reasons which will be explained immediately)		487,572 00
Final balance remaining May 1, 1861, as per balance-sheet hereto attached, which does not include the earnings on the Pacific for the month of April, or the charters of the Atlantic and Baltic		$201,283 17

Independent of the mail subsidy, the route from San Francisco, via Oregon, to Puget's Sound, had been for many years occupied by the company at a loss, yet Congress, utterly disregarding the obligations of ordinary good faith, and against the protest of the Postmaster-General Holt, passed an act, June 21, 1860, requiring the Post Office Department to withdraw the Oregon and Puget's Sound mails from the ocean route, so soon as certain interior stage lines should be established. This was done November, 1860, though our contract for the conveyance of said mails had nearly a year longer to run. At some future time the company will, no doubt, receive the balance of its mail money, amounting to $90,000, with damages.

Upon losing the mail compensation the company withdrew from this unprofitable route. It is true that the business was improving, and might have been made to pay, if controlled by ourselves alone, and with new steamers; but competitors, with superior steamers to our own, had obtained a strong foot hold on it, and expected at least to share the trade.

We did not consider that, in any event, a profitable business for both lines could be created; and, therefore, offered to sell to the other our good-will and steamers—Panama, Columbia, Cortez, Sierra Nevada, Republic, and Fremont—for the sum of $250,000. The offer was rejected, and we at once entered into a vigorous opposition, with the aim of compelling the other line to accept it, or to retire from the route, which we had been the first to occupy and build up a business on at considerable pecuniary sacrifice. While this opposition was in progress, certain other responsible parties (Messrs. Holladay and Flint) offered to purchase the steamers, etc., upon the terms just named, and the transfer of property was made in March. Our interests in the future use of the steamers sold have been in all respects protected.

These steamers stood on the Company's books at a valuation in the aggregate, of $561,572
Wherefore, having been sold, as explained, for 250,000

There remained a deficit of $311,572

which was made good from the cash balance on hand. The steamer J. L. Stephens broke down at sea last Fall, and was towed to San Francisco and condemned. Her valuation on the books was $191,000, which has been reduced to what she will break up for, $35,000. This left a deficit of $156,000, which, together with $20,000 for depreciation of the Washington, also condemned, was made good from the cash balance on hand. We have then deducted from the surplus—

Deficit resulting from sale of the six steamers named	$311,572
Deficit resulting from condemnation of J. L. Stephens	156,000
Deficit resulting from condemnation of Washington	20,000
Total	$487,572

which explains and corresponds to the statement in the first page of this Report.

The wisdom of the Company's policy in thus preserving its capital sound, and exchanging unavailable assets for the reverse, must recommend itself to every stockholder whose interest is held as an investment.

The table below will show the course of our business for the last six months, as compared with the previous:

From May, 1860, *to November*, 1860.	
Passengers outward	7,068
" inward	4,750
Treasure inward	$20,272,423 36
Freight outward, tons	4,609
" inward, "	350
From November, 1860, *to May*, 1861.	
Passengers outward	6,629
" inward	4,356
Treasure inward	$20,930,562 09
Freight outward, tons	4,885½
" inward, tons	600

There is no question but that the commercial derangement consequent upon the condition of the country will diminish our receipts. Apprehension of seizures by privateers will produce a similar effect, and may also lessen travel.

I feel satisfied, however that this apprehension will be only temporary; the efficient blockade of ports in seceded States in contemplation; the activity of our cruisers; the measures adopted, and in course of adoption, by the Government, for the protection of our line by the stationing of war vessels at San Francisco, Acapulco, Panama and Aspinwall, and in and about the West India Islands; together with the precautions against, and preparations for, attack, on our part; and, finally, above all, the speed and armament of our steamers and reliability of our officers will soon remove it, by removing its cause.

The company's contract with the Government for the carriage of the mails will expire on the 1st of July next. Congress, at its last session, authorized the service to be thereafter contracted for with the Overland Company, but the Government, it is believed, will find that the public interest will require a continuance of mail facilities via the Ocean route as well as the other.

The North Atlantic Steamship Company, in which the Company is interested in the ratio of four-ninths, sold the Adriatic in February last. Our proportion of the sale amounted to $178,333 35, which sum appears in our cash assets. The remaining steamers (Baltic and Atlantic) have lately been profitably employed in the service of the Government; their speed and strength will doubtless secure their continued use, and perhaps sale.

In pursuance of the policy heretofore indicated, of improving our fleet, the Company contracted, last Fall, for a first-class steamer; we have already paid $175,620 on account of her cost, and have now under consideration the expediency of building a second.

The Board has this day declared a dividend of 5 per cent. for the past six months, to be paid out of the earnings of the Company, payable to the stockholders on the 22d inst.; and it is further recommended that, hereafter, if practicable, quarterly instead of semi-annual dividends be made.

ALLAN MCLANE, President.

Statement of the Pacific Mail Steamship Company.

ASSETS.

Cash and investments		$1,210,507 88
35,887 tons coal, on which there has been paid		381,953 00
Outfits and supplies at Panama and San Francisco		170,822 62
11 steamships in Pacific	$1,443,000	
New steamer building	175,620	
		1,618,620 00
Stock North Atlantic Steamship Co.		221,666 65
Storeships, iron scows, boats, etc.		67,117 00
Machinery at Benicia		81,000 00
Real estate		434,327 97
Personal		15,268 05
Total		$4,201,283 17

LIABILITIES.

Capital stock	$4,000,000 00
Surplus	201,283 17
Total	$4,201,283 17

Atlantic and Great Western Railway.

REPORT FROM T. W. KENNARD, ESQ., C. E.

NEW YORK, *March 9th*, 1861.

MY DEAR SIR:—You will expect to hear from me, and in addressing you it gives me great pleasure to be able to present the position and prospects of our enterprise in a favorable light. I have delayed writing till I am in a position to do so fully, and now, after inspecting the entire line, after having seen the Directors of each corporation, and making a thorough investigation of all books and papers, I beg to lay before you the result. In the first place, I found the works of our road which is open for traffic between Jamestown and Salamanca in very good order, proved by the fact that our trains fully keep time, and that there has not been a single instance of an engine or carriage wheel leaving the track. The road, with the exception of about 200 yards which has slightly sufferred by the late severe floods, is perfectly consolidated, and we are in a position to run at any speed over it. I have ordered the short length referred to to be raised eighteen inches with ballast, which will be done during the present week; the floods this year have been higher than ever known, and I consider all our works have stood the test remarkably well. The works on the section of our road between Jamestown and Columbus are to all intents and purposes completed, with the exception of track, which I propose to lay down immediately. It is much to be regretted that considerable delay has occurred here—owing to a mistake in invoicing, a portion of our rails have been detained in the Customs, but these, by giving security, might have been removed, and my first care will be to accomplish this object. With the rails in question the line can be put in operation in twenty days, when we shall at once secure a large amount of traffic. I consider we are losing £80 per day by this delay. The traffic we seek in this enterprise is a through traffic of the West, and this of course we cannot obtain till we make connection with the Western roads. I do not from this wish you to infer that we shall not get any return for the money expended till such western connections are made. On the contrary, I am of

opinion that we shall obtain a net income of £400 weekly the moment we reach Columbus, which will more than pay interest upon all bonds issued. The contract for works being completed, with the exception of a few trifles, I have arranged with our contractors all claims for extras, which will not exceed £800, but as I have deducted a larger amount than necessary for completion, the works will pass into the hands of the company rather under than over the contract price. So much for the present; now as to the future.

Before investing money in a railway, there are three points embracing the whole question of profit and loss, which cannot be too clearly investigated; and as it is my desire and wish to lay everything in this enterprise clearly before you, I propose to treat the following points separately and in detail.

Firstly, The Cost of Works.
Secondly, Revenue.
Thirdly, Administration.

First: assuming we complete the line to Akron, we have the construction of 126 miles of railway before us, for which I send you in a separate sheet —an estimate in detail; the estimate is based on the actual cost of sixty miles completed, the cost of which I also send you in detail. You cannot possibly have better evidence before you. A fact is better than all argument; and I have always considered the construction of this first section a matter of the greatest importance, as it would give the clearest possible proof as to this first and very important point.

Second: on the completion of the works contemplated, Akron and Cleveland will be our Western termini, and New York *via* Salamanca and New York and Erie Railway our Eastern Depot. The comparative distances between these great points.

The present traffic from Akron is not less 3,000 tons per week, see books and papers enclosed, and from Cleveland vastly more. With an advantage of fifty-five miles in our favor it is but reasonable to assume that we shall obtain by far the largest share of Akron business, especially as there will be no change of gauge. At Cleveland we shall stand on an equal footing with the Lake Shore Railway as far as distance is considered, but vastly superior to them in other respects. Our line being broad gauge nine-tenths of all cattle will take our road. Our line being in direct communication with the port of New York by the Long Dock, grain in bulk, will as a matter of course be sent on our line. In addition to this the new discovery of oil must not be overlooked, if we could only believe what we see, and only a tenth part of what we hear, this traffic alone would pay the whole of cost of our road in three years. In Pennsylvania they are now raising at least 2,000 barrels per day, and at Warren, two miles from our line, about 300 barrels per day. And for every well now in operation they are sinking ten, all of which will be at work in three months, and as the supply seems never to fail, it is very possible this traffic may realize a fabulous amount. I do not however wish to consider this in any other light than an extra, I prefer to base our traffic upon what is above ground, that we can all see, and that what our greatest opponents cannot deny. Our traffic from Akron and Cleveland can be proved to a certainty. We shall be a continuation of the Erie Railway with, in my opinion, an equal traffic per mile; the traffic on that line is at the present time about £65 per mile per week, one-fourth of this would more than pay the interest on our whole bonded debt.

Third: we have the administration of the road to consider both during construction, and, ultimately, when the whole shall be in operation. During construction, the whole power is concentrated in the engineer, and being myself that individual, I need only say I shall do my duty. The monthly statements I shall forward (see form enclosed) will show the exact state of the work, money spent, and the per centage of work done for the same. It is my intention to make Greenville my head-quarters, and to visit the entire works at least once in each fortnight. It is also my intention to complete the telegraph through the entire line at once, so that I shall receive every day a report on the entire line from my assistant engineer.

Upon the completion of the railway under the new transfer of contract, our English friends will have a clear majority of stock, consequently it will be their own fault if it is not properly administered.

Yours faithfully,
T. W. KENNARD,
Eng'r-in-Chief of the Atl. & G't Western R'way.
W. EVANS, ESQ., *Director of the Atl. & G't West'n R'way Co., resident in London.*

Pittsburg, Fort Wayne and Chicago R. R.

LAW OF PENNSYLVANIA IN REFERENCE TO RE ORGANIZATION OF THE COMPANY.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same,* That, in case the Railroad of the Pittsburg, Fort Wayne and Chicago Railroad Company, or any part thereof, shall be sold by virtue of any mortgage or mortgages, or deed or deeds of trust, either by foreclosure or other proceedings in law, or in equity, or by advertisement, in pursuance of a power or authority in such mortgage or mortgages, or deed or deeds of trust contained, the persons for or on account of whom the purchase or purchases, at any such sale or sales shall have been made, or the survivors of them, shall be, and they are hereby constituted a body politic and corporate, in deed and in law; and they shall meet in the city of Pittsburg, within thirty days after the conveyance or conveyances shall have been delivered to such purchasers, and elect Directors; notice of such meeting and election, signed by purchasers at said sale or sales, or the survivors of them, and published in two daily papers in said city, for five days previous to the said meeting, having been given; at which first election, all the persons for or on account of whom the said purchase or purchases shall have been made, shall be entitled to vote, in the proportion of one vote to each one hundred dollars of par value which they may have contributed in bonds entitled to distributive shares, in the proceeds of such sale or sales, or in cash, towards the said purchase or purchases; and all persons holding bonds secured by any mortgage or trust deed, prior in lien to those by virtue of which such sale or sales shall have been made, shall also be entitled to one vote for every one hundred dollars of the par value of the said bonds by them respectively held; and the said election may be made by such of the aforesaid persons as may attend the same, or be represented thereat by proxy; and the said meeting may adopt such regulations and by-laws as they may deem proper for the organization of the said corporation; and the number of directors may be then fixed, subject to be afterwards altered at any annual meeting of the stockholders; and the directors so elected, shall continue such until the next annual meeting, the time for which may also be fixed as aforesaid; and at least three-fourths of the directors of the said company shall be residents of the States within which said road is located; and it shall be the duty of such corporation, within thirty days after its organization, to make a certificate thereof, under its common seal, attested by its President and Secretary, specifying the date of such organization, and the names of its directors, and to transmit the said certificate to the Secretary of the Commonwealth, at Harrisburg, to be filed in his office, and a certified copy thereof shall be evidence of the existence of the said corporation, and of its formation pursuant to this Act.

SEC. 2. The said corporation, formed pursuant to this Act, shall have power to acquire, by purchase or otherwise, and to hold, use and enjoy the Pittsburg, Fort Wayne and Chicago Railroad, and each and every part thereof, whether situate within or without this Commonwealth, and all equipment, machinery, tools and materials, all lands, property, franchises, rights, and things connected therewith, or necessary or convenient to the use thereof; together with the tolls, income, rents, issues and profits of the same, and shall have power to maintain and operate the same, as fully as might have been done by the Pittsburg, Fort Wayne and Chicago Railroad Company, and to erect new depots, stations and other buildings, and connect the same with the said railroad, and to acquire and hold lands for the said, and other needful purposes; and the said corporation shall also possess all the faculties, powers, authorities, immunities, privileges and franchises, at any time held by the said Pittsburg, Fort Wayne and Chicago Railroad Company, or by any of the corporations heretofore consolidated into the said company, or conferred on the said company, or the said corporations, or either of them, by any act or law of this Commonwealth, or of the States of Ohio, Indiana or Illinois, and shall have power and capacity to hold and exercise within each and every of the said States, all the said faculties, powers, authorities, privileges and franchises, and all others which may hereafter be conferred upon it, by or under any law of this Commonwealth; and to hold meetings of stockholders and directors, and do all corporate acts, and all things within any of the aforesaid States, as validly as it might do the same within this Commonwealth; and the said corporation, formed pursuant to this Act, shall also have power to create and issue capital stock in shares of one hundred dollars each, and to such aggregate amount as it shall deem necessary to carry out the objects of this Act, and may establish preferences in respect to dividends, in favor of one or more classes of the said stock, in such order and manner, and to such extent, as it may deem expedient, and may confer on holders of any bonds which it may issue, or assume to pay, such rights to vote at all meetings of stockholders, not exceeding one vote for every one hundred dollars of the par amount of the said bonds, as may by it be deemed advisable; which rights, when once fixed, shall attach to and pass with such bonds, under such regulations as the by-laws may prescribe, to the successive holders thereof; but shall not subject any holder to any assessment by the said company, or to any liability for its debts, or entitle any holder to dividends; and the said corporation may make and issue its bonds of not less denomination than one hundred dollars each, payable at such times and places, and bearing such rates of interest, as it may deem expedient, and may hypothecate or sell such bonds within or without this Commonwealth, at such prices as it may deem proper; *Provided, nevertheless,* That, except within six months after the organization of the said company, no bonds shall be created, nor shall any debt be contracted exceeding in the aggregate at any one time, five per cent. on the par amount of the capital stock of the said company, unless the same shall have been previously authorized by a vote of two-thirds in interest of the stock and bondholders, at a meeting duly held; and the said corporation may secure the payment of any bonds which it may make, issue, or assume to pay, by a mortgage or mortgages, or deed or deeds of trust, of its railroad, or of any part or parts thereof, or any of its real estate, and may include in any such mortgage or mortgages, or deed or deeds of trust, any locomotives, cars, and other rolling stock or equipments, and all machinery, whether then held or thereafter to be acquired, for the constructing, operating, repairing or replacing of the said railroad, or any part thereof, or any of its equipments or appurtenances; all of which property and things so included, and all fixures or appurtenances, whether then possessed or thereafter to be acquired, shall be subject to the lien and operations of every such mortgage or deed of trust, and may also include all franchises held by the said corporation, and connected with or relating to the said railroad, and all corporate franchises of the said company, which said franchises are hereby declared in case of sale, by virtue of any such mortgage or mortgages, or deed or deeds of trust, to pass to the purchasers, so as to enable them to form a cor-

poration in the manner herein prescribed, and to vest in such corporation all the faculties, powers, authorities, immunities, privileges and franchises, conferred by this Act; and the said corporation may do all things which may be necessary or convenient to carry into full effect the powers hereby granted, and the powers hereby conferred, may be exercised by the directors thereof.

SEC. 3. That the said corporation, formed pursuant to this Act, shall within six months after its organization, likewise have power to assume such debts, liabilities and claims against the said Pittsburg, Fort Wayne and Chicago Railroad Company, and make such settlements or adjustments with any of the stockholders, or other parties interested therein, as it may deem proper and for the said purposes to use such portion of the stock or bonds hereby authorized to be created, and in such manner as it may deem necessary.

SEC. 4. That full authority is hereby given to the corporate authorities of the several county, township, city, village, or other municipal corporations, owning or holders of stock in the said company, and to all persons holding the same in any fiduciary capacity, to accept and receive under the re-organization, such portion of the new stock as may be apportioned to the stock so owned and held.

Approved March 31, 1860.

Journal of Railroad Law.

STOCK OF THE OHIO AND MISSISSIPPI RAILROAD COMPANY: LIMITATION OF CALLS UPON: NOTICE REQUIRED BY CHARTER: REPRESENTATIONS OF COMPANY'S AGENT.

A suit was brought by the Ohio and Mississippi Railroad Company against one Andrews for two instalments of a stock subscription. The defence was that the charter required the place of payment and the amount or per cent. to be designated in the call; which had not been done; that the notice requiring the payment was published but once, instead of being published continuously for six weeks; and that false representations were made by the company to the defendant by which he was induced to make the subscription.

At the trial a verdict and a judgment was rendered for the plaintiffs, from which an appeal was taken to the Supreme Court of Indiana. The appellate tribunal affirmed the judgment rendered below, and delivered in substance the following opinion.

HANNA, J.—It is said that in the action of the Board, on call, no time, no place, or per cent. of payment was fixed. To this it is answered by the opposite party, that the charter limited the amount that could be demanded *per annum* to fifteen per cent., of which ten had already been called; that *in the notice*, and not the call, it is required, by the charter, that the amount, time, and place of payment should be specified. We think, under the circumstances the call was sufficiently explicit.

The company, in order to prove notice of the calls, introduced copies of them verified by the affidavit of one styling himself a clerk or bookkeeper in the office of the newspaper in which the publication was stated to have been made. Two objections were then made, which we will notice. First, that the charter authorized calls by giving sixty days notice in some newspaper; and that this notice was inserted but a single time whereas it should have been continuously. And second, that, if the publication was proper, the proof of it was insufficient, because it could not be made by affidavit.

As to the latter objection, the statute (2 R. S. p. 94) provides as to the proof of advertisements in certain cases, and the case of Underthank *vs.* The Henry etc. Turnpike Company seems to recognize this same mode of proof as sufficient in giving notice of calls of instalments.

As to the former objection, the charter requires sixty days' notice and not sixty successive days' notice by publication. We are of opinion that the notice was sufficiently proved. The notice was not required to be published in different numbers or issues of a newspaper. The notice began to operate from the time it was given. It was not by the statute required to be renewed as in some other instances. Other objections were made as to the introduction of evidence which make it necessary to notice the issue.

The complaint embodied the subscription and averred that calls had been made, notices given, and a failure to pay. The defendant set up in his answer: first, a general denial; second, payment; and third, that the subscription was obtained by fraud in the agent of the company who he alleged represented that the road would be constructed, under a contract then made with responsible and solvent contractors, for nine millon dollars; that Ripley and Jennings counties had each subscribed fifty thousand dollars, which representations he averred were false.

On the trial the defendant offered to prove that the soliciting agent of the company represented to the defendant that the persons having the contract to construct and equip the road were able to complete the same, without any advance from the road, out of their own resources, and that such representations were false. This evidence was, properly, rejected. It did not directly fall within the issue, and if it had, would, perhaps, have been immaterial. We cannot see how either the truth or falsity of such a statement should have influenced the action of the defendant in subscribing.

A witness, in anwer to a question directed to that point, was permitted to state that from his knowledge of the country the road could be built cheaper upon one route surveyed than another. He was not an engineer; and it insisted that this is the expression of an opinion, by one not an expert. Whether it was such an expression or not, we need not stop to decide, for two reasons: first, if such an expression, it was in such a vague form as to have had no influence with the jury; and, second, it was a statement upon a matter that was not legitimately involved in the issues being then tried.

It was proved by the answers to interrogatories, that the defendant had paid $140; and to show the application of these payments the plaintiffs were permitted to give in evidence certain calls other than those sued on, although those calls were made, and were for instalments due, before the subscription in this case; and was also permitted in the same connection, and for the same purpose to examine one of the counsel for the defendant, as to the contents of receipts given for the payments made. Notice was given during the trial to the attorney to produce the receipts, which he refused to do; and objected to testifying as to the contents, on the ground that any and all information he had in relation thereto was derived from the receipts placed in his hands as attorney in the cases. The circumstances connected with the payments, were proper evidence to go to the jury upon the question of the application or intention to apply the money so paid. The amount of the instalments called for, and the amount paid, were proper items of evidence to go to the jury upon that question. The notice to the attorney was sufficient, he having stated that he had the receipts then in his possession. As to whether he could be compelled to testify as to the contents, we are of opinion that he could. The party, himself, might have been compelled under the statute, to produce the receipts on trial. He could not defeat the production of that evidence by passing it into the hands of his attorney, He could still have been compelled to produce it. The attorney stood in no more secure position.

Voluminous instructions were given and refused. We have carefully examined them and come to the conclusion that the rulings of the court in reference thereto were, taken all together, correct. The judgment is affirmed with five per cent. damages and costs.

Georgia Railroad.

The annual meeting of this company was held at Augusta, Ga., on the 8th inst. The old board were re-elected, viz: *President*—JOHN P. KING. *Directors*—John Bones, J. S. Hamilton, W. M. D'Antignac, Asbury Hull, G. T. Jackson, Richard Peters, Samuel Barnett, J. Cunningham, G. W. Evans, W. D. Conyers, J. W. Davies, E. E. Jones, A. Poullain, B. H. Warren, M. P. Stovall, E. R. Ware. The report of the President shows a reduction of net profits for the year, from all sources, of $133,076 66.

Illinois Central Railroad.

The annual meeting of the shareholders of this company for the election of Directors and the transaction of any other business will be held at the office of the Company, in Chicago, on the 29th instant.

Chicago and Northwestern Railroad.

The annual meeting of the bondholders and stockholders of this Company will be held at the office of the Company in Chicago on the 6th of June, for the election of Directors for the year ensuing, and for the transaction of any other business that may come before them.

Elmira and Williamsport Railroad.

At the annual meeting of this company held in Philadelphia on the 6th inst., the following officers and managers were elected for the ensuing year: President—Thomas Kimber, Jr. Secretary and Treasurer—Wm. C. Longstreth. Managers—Ellis Lewis, Sam'l V. Merrick, Wm. D. Lewis, Robert J. Mercer, John Tucker, Alexander S. Diven.

Hannibal and St. Joseph and North Missouri Railroads.

We learn that these roads have consummated a contract by which their business with each other can be done on friendly terms for the future.

Persons going West, either from or by the way of St. Louis, can purchase through tickets over the North Missouri Railroad to any point on the Hannibal and St. Joseph road, or to St. Joseph, and to all points West of it, including Kansas, Fort Leavenworth, Weston, Atchison, Liberty, Omaha, Pike's Peak, Council Bluffs, Fort Kearny, or any other point to which tickets are sold, at as low rates as by any other route; and persons coming East can purchase tickets over the North Missouri road to all points in the United States reached by railroad on the like favorable terms.

Passengers from St. Louis to St. Joseph can reach that point over the North Missouri Railroad *thirteen* hours quicker than by any other route. *St. Louis Republican.*

Railroads of New York.

A tabular statement of the railroads in operation, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1860.

(Compiled from the Annual Reports to the State Engineer.)

Railroads.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating & Repairs Expenses.	Earnings less Expenses.	Dividends. Am't.	Rate.
	$	$	$	$	$		$	$	$	$	$	$	$	p. ct.
Albany and Vermont	600,000	.....	.....	600,000	600,000	32.95	(leased)	.....	.....	.....	.....	.....	.....	..
Albany and West Stockbridge	1,000,000	1,389,559	.....	2,389,559	2,389,559	38.00	(leased)	.....	143,373	143,373	.....	143,373	60,000	6
Avon, Geneseo and Mount Morris	193,000	.....	3,471	196,471	200,000	15.50	6,494	1,667	390	8,551	4,202	4,349	.....	..
Black River and Utica	822,371	745,500	7,121	1,574,992	1,237,714	34.94	38,883	29,821	3,754	72,458	35,849	36,609	.....	..
Blossburg and Corning	250,000	220,000	.....	470,000	496,661	14.81	3,604	29,966	740	34,310	14,424	19,886	.....	..
Broadway (Brooklyn)	200,000	14,000	3,800	217,800	222,834	4.63	42,501	.....	739	43,240	36,182	7,058	.....	..
Brooklyn Central and Jamaica	448,750	85,000	42,102	575,852	586,619	14.50	49,190	.....	19,786	68,976	40,508	28,468	14,743	3¼
Brooklyn City	1,000,000	.....	130,000	1,130,000	1,262,226	24.75	511,470	.....	9,385	520,855	409,959	110,896	80,000	8
Buffalo, New York and Erie	680,000	2,413,516	201,682	3,295,198	3,163,766	142.00	135,751	422,713	21,536	580,000	337,046	242,954	.....	..
Buffalo and State Line	1,950,950	1,049,000	27,546	3,027,496	2,788,384	68.34	396,553	500,666	13,800	911,019	412,973	498,046	216,000	10
Cayuga and Susquehanna	343,500	300,000	75,550	719,050	719,050	34.61	15,751	39,475	2,423	57,649	47,221	10,428	.....	..
Chemung	380,000	.....	.....	380,000	400,000	17.36	(leased)	.....	30,000	30,000	.....	30,000	.....	..
Eighth Avenue	800,000	.....	.....	800,000	859,048	5.50	388,750	.....	.....	388,750	274,122	114,628	120,000	15
Elmira, Jefferson and Canandaigua	500,000	.....	.....	500,000	500,000	46.84	(leased)	.....	25,000	25,000	.....	25,000	25,000	5
Hicksville and Cold Spring	27,820	17,190	252	45,262	45,262	4.00	(leased)	.....	3,168	3,168	.....	3,168	3,168	7
Hudson and Boston	175,000	.....	.....	175,000	175,000	17.33	(leased)	.....	10,500	10,500	.....	10,500	10,500	6
Hudson River	3,758,466	9,107,000	182,106	13,047,572	11,800,445	144.00	1,444,939	847,794	54,412	2,047,145	1,269,025	778,120	.....	..
Long Island	1,852,616	755,998	12,283	2,620,997	2,556,270	86.50	192,566	135,037	15,418	343,021	223,567	119,454	.....	..
New York Central	24,000,000	14,332,523	.....	38,332,523	31,106,094	555.88	2,569,265	4,095,934	292,042	6,957,241	4,338,841	2,168,400	1,440,000	6
New York and Erie	11,000,000	26,351,000	2,725,620	40,076,620	35,574,172	446.00	1,180,958	3,884,343	115,021	5,180,322	3,360,596	1,819,726	.....	..
New York and Flushing	120,000	135,000	6,000	261,000	289,168	8.00	35,997	354	.....	36,351	10,006	26,345	.....	..
New York and Harlem	5,717,100	5,372,179	.....	11,089,279	8,022,787	132.87	533,091	529,411	80,349	1,142,851	709,135	433,716	.....	..
New York and New Haven	2,980,839	2,104,000	19,889	5,104,728	5,384,284	62.25	800,182	186,540	63,046	1,049,768	653,517	396,251	.....	..
Niagara Bridge and Canandaigua	1,000,000	.....	.....	1,000,000	1,000,000	99.00	(leased)	.....	60,000	60,000	.....	60,000	60,000	6
Ninth Avenue	795,360	.....	.....	795,360	762,446	4.50	99,217	.....	.....	99,217	70,958	28,259	.....	..
Northern (Ogdensburg)	.....	4,571,900	.....	4,571,900	4,809,856	131.75	77,367	362,597	18,948	459,912	358,956	100,956	.....	..
Oswego and Syracuse	396,340	213,500	4,875	614,715	791,001	35.91	59,581	56,639	3,446	119,666	54,918	64,748	38,474	10
Potsdam and Watertown	665,419	1,000,000	192,748	1,858,167	1,600,026	75.36	40,758	34,880	4,973	80,611	43,175	37,436	.....	..
Rensselaer and Saratoga	610,000	140,000	.....	750,000	912,172	25.22	158,443	94,283	16,627	269,353	185,523	83,830	36,600	6
Rochester and Genesee Valley	557,560	150,000	10,980	727,540	654,022	18.45	13,010	8,163	874	22,047	3,571	18,476	.....	..
Sacketts Harbor, Rome and New York	10,305	.....	61,213	71,518	421,050	18.00	367	175	92	634	580	54	.....	..
Saratoga and Schenectady	300,000	83,000	.....	383,000	480,684	21.00	(leased)	.....	30,183	30,183	474	29,709	15,000	5
Saratoga and Whitehall	500,000	378,000	3,376	881,376	901,684	47.52	90,739	76,174	8,691	175,604	133,390	42,214	.....	..
Second Avenue	650,000	350,000	74,500	1,074,500	1,081,537	8.00	259,830	.....	3,232	263,062	208,862	54,200	52,000	8
Sixth Avenue	750,000	.....	.....	750,000	946,961	4.00	369,945	.....	.....	369,945	261,698	108,257	90,000	12
Staten Island	62,731	162,087	63,374	288,182	287,832	13.00	15,671	48	.....	15,719	3,921	11,798	.....	..
Syracuse, Binghamton and New York	1,200,130	1,643,153	121,066	2,964,349	2,854,212	81.00	84,433	136,841	6,215	227,489	87,672	139,817	.....	..
Third Avenue	1,170,000	345,000	.....	1,515,000	1,616,671	8.00	605,479	.....	5,118	610,597	379,226	231,371	122,850	10½
Troy and Bennington	75,350	172,100	3,216	250,666	235,924	5.38	(leased)	.....	18,650	18,650	400	18,250	.....	..
Troy and Boston	605,711	806,500	247,155	1,659,366	1,534,764	34.91	134,261	165,004	12,800	312,065	217,229	94,836	.....	..
Troy and Greenbush	274,400	.....	.....	274,400	294,908	6.00	(leased)	.....	19,250	19,250	.....	19,250	19,250	7
Troy and Rutland	249,939	100,000	.....	349,939	349,939	17.27	(leased)	.....	.....	.....	.....	.....	.....	..
Troy Union	30,000	680,000	.....	710,000	752,601	2.14	.....	.....	66,423	66,423	25,623	40,800	.....	..
Union (Ramapo)	.....	50,000	.....	50,000	50,000	0.25	(leased)	.....	3,500	3,500	.....	3,500	3,500	7
Watertown and Rome	1,499,000	772,400	66,112	2,337,512	2,275,944	96.76	137,832	192,187	25,313	355,332	173,100	182,232	149,870	10
Williamsport and Elmira	274,400	2,200,000	293,895	3,993,895	4,050,314	78.00	71,470	147,514	19,436	238,420	178,081	60,339	.....	..
Total	70,479,057	78,329,105	4,578,932	153,387,094	139,120,793	2,783.78	10,564,368	11,976,326	1,228,833	23,769,527	14,563,829	8,457,593	2,563,955	

Plan for Recovering the Vessels Sunk at the Gosport Navy Yard.

Colonel Haupt, the distinguished engineer and contractor for building the Hoosac Tunnel, has made proposals to the War Department for raising the sunken vessels at the Gosport Navy yard. He proposes to furnish competent men to perform the task at a reasonable compensation, and to superintend and give direction to the engineering department in person free of charge. All beyond this that he stipulates is that the Government shall furnish a sufficient force to protect the men in their operations. He informs us that the work can be done in sixty days. The general plan of the operation is by means of divers, who are to cover the holes with canvas, and where the portions are burnt to insert timbers to support the canvas, and to eject the water by means of pumps worked by common locomotives.

Colonel Haupt also proposes another plan, by way of suggestion to the Government. This is to place powerful locomotive engines in the bottom of sailing ships for the purpose of propulsion, and, by the process which he proposes, an additional speed of five miles will be gained, the whole machinery to be arranged so as to leave no part exposed. The principle is, by means of pumps, to force a body of water from the bows of the ship to the sterr. A conjunctive advantage will be, in case shot take effect under the water-line, the first valves may be closed, and the water which comes in through the shot-holes can be ejected, thus converting the means of destruction into that of service. We think the plan highly feasible.—*Boston Commercial Bulletin.*

The Southern Steamship Company.

The Southern Steamship Company, we understand, are desirous of keeping in operation as long as it can be done safely, their line of vessels to Texas. The seizure of three of their steamers—the Texas, Hewes and Tennessee—by order of the Governor of this State, has, no doubt, materially interfered with the regular working of the line, so far at least as those two fine vessels, the Texas and Hewes, are concerned. * * The company still have at their disposition the steamships Charles Morgan, Mexico, Matagorda, Galveston, Orizaba, Suwanee, Arizona, or Austin, Gen. Rusk, and perhaps one or two others, which, we should think, will suffice to keep up the regular steam communication with Sabine Pass, Galveston, Matagorda Bay, and Brownsville, via Brazos Santiago.—*N. O. Picayune.*

To Iron and Steel Manufacturers.

THE NEW YORK CAST STEEL WORKS, on Second Aveune, 46th to 47th Streets, are offered for sale or to let on very favorable terms, presenting an opportunity to enter a business that under the new tariff will be one of the most profitable in the country. The Steel made at these Works has proved equal to the best imported. They can now turn out a ton of hammered steel per day, and with the addition of rolls and a moderate expenditure, can be made to produce five tons daily at a cost that will yield a liberal profit. They are located in the best market for steel in the country. For further particulars apply to S. H. ADEE, New York, on the premises.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, May 1, 1861.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 29, 1861, at 10½ o'clock a. m.

The Transfer Books will be closed on the 21st of May, and re-opened on the 1st of June.

W. M. PHILLIPS, Secretary.

WILLIAM H. BERRYMAN,
Commission Iron Merchant,
No. 38 HARRISON STREET,
And 335, 337 & 339 Washington St.,
NEW YORK.
DEALER IN BOILER PLATE AND RIVETS.
TANK, ANGLE AND BAR IRON,
SMOKE PIPE, BOILER TUBES, ETC.

NIAGARA STEAM FORGE,
COR. PERRY ST. AND OHIO BASIN SLIP.
T. D. PATCHIN, Lessee,
CHAS. D. DELANEY, Sup't. } Buffalo, N.Y.

MANUFACTURE to order all kinds of Light and Heavy Forgings and Hammered Shapes, such as

Car Axles, Crank Axles,
TRUCK AND DRIVING AXLES,
Steamboat and Propeller Shafts and Cranks,
MILL SHAFTS, LOCOMOTIVE FRAMES, CONNECTING RODS, PISTON RODS, CRANK PINS,
Wrought Shafting of any Length and Size, etc., etc.
Also, Every Description of HEAVY BLACKSMITHING.
Orders or inquiry by mail, will receive prompt attention.
Address T. D. PATCHIN, **BUFFALO, N. Y.**

RAILROAD IRON.
WOOD, MORRELL & CO.,
HAVING leased the extensive Works of the **CAMBRIA IRON COMPANY**, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for **RAILS** of any required pattern or weight, on the most liberal terms.
PHILADELPHIA OFFICE, { NORTH PENNA. R. R. BUILDING, **No. 407 Walnut st.**

RAILROAD IRON.
THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.
C. CONGREVE & SON,
6 Pine st., N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.
THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.
THE RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER Rails of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

IRON BOILER FLUES.
LAP-WELDED BOILER FLUES,
1¼ to 8 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ⅛ to 8 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.
MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.
Established 1821.
WAREHOUSE—209 SOUTH THIRD STREET,
PHILADELPHIA.
STEPHEN MORRIS, THOS. T. TASKER, JR. CHAS. WHEELER. STEPHEN P. M. TASKER.

PROSSER'S PATENT
LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
AND
ENGINEERS' TOOLS.
Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.
KRUPP'S BEST CAST STEEL.
PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.
PATENT LAP-WELDED STEEL TUBES.
THOMAS PROSSER & SON,
28 Platt St., New York.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.
BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a **quality of iron not surpassed.**
These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —**25, 30, 36, 40, 45, 50, 60, 62,** and **75** lbs.
Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, **46 Exchange Place,** N. YORK.
Address **J. H. SCRANTON,** President, **Scranton, Pa.**
or **DAVID S. DODGE,** Treasurer, **46 Exchange Place, NEW YORK.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.
B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

FINANCIAL.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

P. W. HOLMES,
BANKER AND BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
Orders to purchase and sell Stocks and Bonds for cash or on time promptly executed.

KIRK & CHEEVER,
STOCK AND NOTE BROKERS,
No. 57 WEST THIRD ST.,
CINCINNATI, OHIO.

SIMEON DRAPER, Auctioneer.
By SIMEON DRAPER,
OFFICE, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

VENTILATION.
THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUTTAN,
Coburg, Canada.

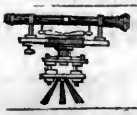
LOCOMOTIVES FOR SALE.
THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.
They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.
The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.
WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 4 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST., NEW YORK.

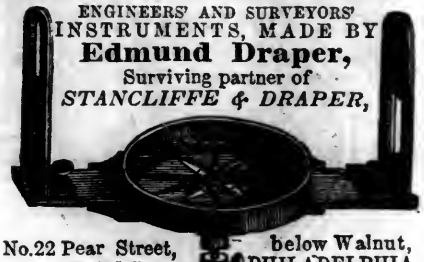
INSTRUMENTS.

Wm. J. Young
HAS removed his Engineering and Surveying Instrument Manufactory to No 43 North Seventh Street, Philadelphia



E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS,
RODS, CHAINS, ETC.
No. 27 FULTON SLIP, N. Y.

ENGINEERS' AND SURVEYORS'
INSTRUMENTS, MADE BY
Edmund Draper,
Surviving partner of
STANCLIFFE & DRAPER,



No.22 Pear Street, near Third St., below Walnut, PHILADELPHIA.

J. T. Hobby, (formerly SAWYER & HOBBY
MATHEMATICAL Instrument Maker, at the old stand, 156 Water st., NEW YORK. 1y33

W. & L. E. Gurley, Troy, N.Y.,
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,
MANUFACTURERS of Engineering & Telegraphic Instruments, 46½ Walnut st, Phila. (*Two premiums awarded.*)

H. SAWYER.
(of the late firm of SAWYER & HOBBY),
MANUFACTURER of Transits and Levels, has removed to Union Place, near Washburton Av., Yonkers, N. Y.

F. W. & R. King,
MANUFACTURERS of Engineers', Surveying and Drawing Instruments, 226 Baltimore st., Baltimore.

Richard Patten,
MANUFACTURER of Mathematical Instruments to the U. S. Government, No. 58 Baltimore st., BALTIMORE, Md.

OILS! OILS!
ROOT, RUST & CLARK,
No. 215 Pearl Street,
NEW YORK,
MANUFACTURERS AND DEALERS IN
SPERM, ELEPHANT & WHALE OIL.
ALSO, IMPORTERS OF
RAPESEED OIL,
(*Best known substitute for sperm as a lubricator*).
HAVING become largely identified with Railroads, Machine shops, etc., we are enabled to furnish oils particularly adapted to their use, at the **very lowest price.**
Your orders are solicited.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.
PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning**, and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and
WILL NOT GUM.
In no case has it failed to meet the approval of the consumer.
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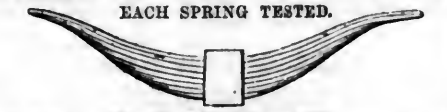
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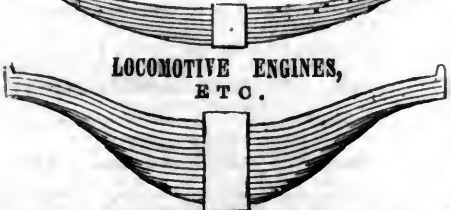


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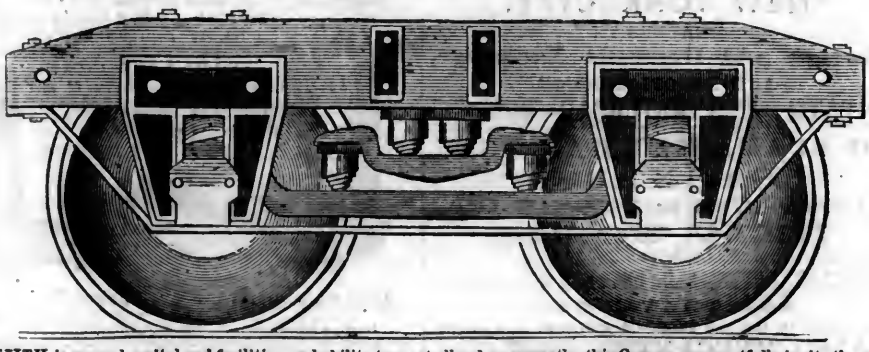
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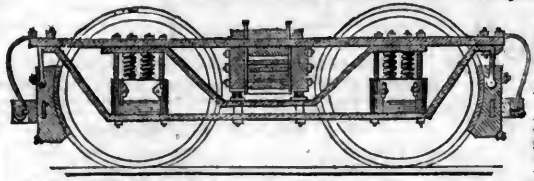
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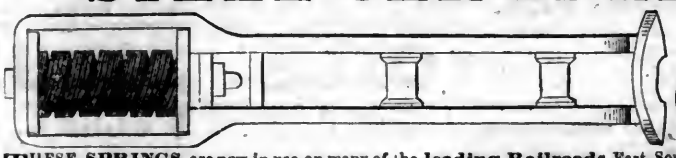
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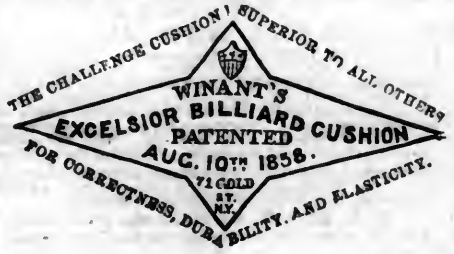
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WASHINGTON ARSENAL, December 10th, 1857.

COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 1, 1861.

Cincinnati, Wilmington & Zanesville R. R.

The gross earnings of this road during the years 1859-'60 and 1860-'61 were:

	1859-'60.	1860-'61.
From passengers	$69,118 11	$63,371 60
" freight	97,343 04	123,864 40
" mails, express, etc.	14,705 42	16,456 36
Total	$181,166 57	$203,692 36

The working expenses for 1860-'61 were:

Transportation expenses	$56,185 91	
Car expenses	15,031 19	
Locomotive expenses	14,791 09	
Road expenses	37,961 75	
General expenses	5,798 74	
Loss and damage	196 70	
Repairs to buildings	1,805 43	
		131,770 81
Net earnings, 64⅔ per cent.		$71,921 55

Disbursed as follows:

Taxes	$2,713 27	
Extraordinary expenses	27,862 38	
Construction and capital	4,833 02	
Corporate expenses	922 74	
		36,331 41
Balance		$35,590 14

Compared with the previous year the gross earnings show an increase of $22,525 79, with an increase in expenditures of $12,681 19.

The receiver's assets and liabilities May 1, 1861, were as follows:

ASSETS.

Materials in shop	$6,683 15
Fuel on hand	1,800 82
Bills receivable	383 54
Due from Post Office Department	3,325 00
Due from agents	4,057 49
Due from other roads	2,425 70
Due from individuals	23 85
Cash in hand of receivers	38,708 80
Total	$57,413 35

LIABILITIES.

Due to other roads	$1,426 76	
Due to individuals, including April pay roll	11,617 06	
		13,043 82
Balance		$44,369 53

As this road is 132 miles in length the net receipts have been about $270 per mile of road, which is equal to 6 per cent. interest on $4,500 per mile. The increase of the net receipts of the past year over those of the preceding one, which is nearly 130 per cent. of the net revenue of that year, joined to the fact that new sources of business are springing up on the line of this road, however, warrants the supposition that there may be yet a considerable increase in the revenue of the road. The following is the statement of passenger traffic for the past two years:

PASSENGER TRAFFIC.

Number of local passengers carried in 1859 60	57,744
Income from same	$50,394 41
Number of local passengers carried in 1860-61	59,802
Income from same	$45,676 23
Number of through passengers carried in 1859-60	11,172
Income from same	$18,723 70
Number of through passengers carried in 1860-61	11,253
Income from same	$17,695 35

It is very evident from the above that the local business of this road is all that can be relied upon. This might have been anticipated from the fact that neither of the roads with which it connects care to divert travel from their own lines The operating expenses of the road although much reduced from those of the previous year, may probably be still further reduced in the future.

Cotton and the Cotton Manufacture.

The growth of cotton manufactures is the most remarkable fact of this age, if not the most extraordinary one in the history of civilization. Though the word *cotton* is of Arabic origin, the manufacture of cotton was first known in India, where the virtues of *cotton in the loom* were celebrated in song, more than fifteen centuries before the Christian era. It was cotemporary with the linen manufacture of Egypt, which according to the Hebrew Bible had reached considerable perfection 1715 before the birth of Christ.

In the time Herodotus it was the common dress of India, and centuries before the Christian era there were manufactures of cotton tissues in Arabia and Egypt. They do not appear to have been known to the Greeks or Romans.

The Chinese cotton manufactures were introduced by the Tartars in the 13th century. India and China were the chief seats of cotton manufactures till within the last hundred years, though known in Spain and Southern Europe since their introduction by the Arabs in the 10th century.

The Flemings introduced cotton into England from Portugal, in 1298, for the making of candle-wicks, and in 1328 settled at Manchester and laid the foundation of the woollen manufactures which were called *Manchester cotton.* In 1560, cotton was imported from the Levant, but in 1730 the entire import of cotton wool was 1,545,472 lbs.

From 1738 to 1760, the inventions of machinery had gradually increased the production of cotton goods, and with the great improvements of Hargreaves and Arkwright opened up the factory system of Lancashire. Arkwright's first mill was erected in 1769 and was the source of a fortune, though his success excited the cupidity of his rivals, and entailed on him constant litigation. Later than this, in 1779, came Crompton's mule jenny which was an advance on all previous methods of spinning. From this period we date the cotton manufacture of England.

In 1781 the importation of raw cotton into England was 5,198,778 lbs.

The cultivation of cotton was introduced into the United States by Mr. Francis Levett, a native of Smyrna, Asia Minor, who came on to Florida, for the purpose of introducing the culture of figs. It was first raised on the island of Sapello, some sixty miles south of Savannah, to which place it was brought in cask, and shipped to Liverpool.

In 1785 the entire product was 5 bags, in 1786, 6, in 1787, 108, and in 1788, 282 bags.

Cotton was admitted into England, free of duty till 1798, when a duty was first imposed, favoring East India cotton.

In 1819, a duty favoring the production of the West Indies was passed. Various modifications took place in the same direction, till in 1845 the duty on cotton was finally repealed.

The following table shows the quantity of raw cotton introduced into the United Kingdom from 1781 to 1859.

1781	5,198,778	1821	132,536,620
1782	11,828,039	1822	142,887,628
1783	9,735,663	1823	191,402,503
1784	11,482,083	1824	149,380,122
1785	18,400,384	1825	228,005,291
1786	19,475,020	1826	177,607,401
1787	23,250,268	1827	272,448,909
1788	20,467,436	1828	227,760,642
1789	32,576,023	1829	222,767,411
1790	31,447,605	1830	263,961,452
1791	28,706,675	1831	288,674,853
1792	34,907,497	1832	286,832,525
1793	19,040,929	1833	303,656,837
1794	24,358,567	1834	326,875,425
1795	26,401,340	1835	363,702,963
1796	32,126,357	1836	406,959,057
1797	23,354,371	1837	407,286,783
1798	31,880,641	1838	507,850,577
1799	43,879,278	1839	389,396,559
1800	56,010,732	1840	592,488,010
1801	56,064,305	1841	487,992,355
1802	60,345,600	1842	537,750,086
1803	53,812,284	1843	673,193,116
1804	61,867,329	1844	642,111,304
1805	59,682,406	1845	721,979,953
1806	58,176,283	1846	467,856,274
1807	74,925,306	1847	474,707,615
1808	43,605,982	1848	713,020,161
1809	92,812,282	1849	765,469,012
1810	132,488,935	1850	663,576,861
1811	91,576,535	1851	767,379,749
1812	63,025,936	1852	929,782,448
1813	*	1853	895,278,749
1814	60,060,239	1854	887,333,149
1815	100,709,146	1855	891,751,952
1816	95,280,965	1856	1,023,886,304
1817	126,303,689	1857	969,318,896
1818	178,745,577	1858	1,034,342,176
1819	151,153,154	1859	1,225,989,072
1820	151,672,655		

* Record destroyed by fire.

The official tables are probably below the true quantity, for in 1859 the United States shipped to England 2,019,252 bales of cotton averaging 447 lbs. per bale or 902,605,644 lbs. of cotton, nearly three-fourths of her reported supplies for that year. Some confusion also arises from the fact that the English tables are made up for the calendar year ending January 1, while the annual cotton tables of the United States end with the 1st of September annually. Another source of embarrassment is the want of uniformity in the weight of the bales. In the United States the bale is larger than in other countries and has increased from 425 lbs. in 1850, to 445 lbs. in 1858, 447 lbs. in 1859, and 464 lbs. in 1860. In England, the average weight of a bale of cotton was 392 lbs. in 1850, 420 lbs. in 1858, and 421 lbs. in 1859.

In 1860, we exported to England 2,669,432 bales of cotton, which at 464 lbs. to the bale, according to the statement of the *New Orleans Delta*, would give an export of 1,238,616,448 lbs. The importation of cotton into England in 1860 is stated at 5,260,000 bales which, at 421 lbs. per bale, would make the import 2,204,460,000 lbs., a most extraordinary advance on previous years.

There is other evidence, however, of a vast increase in the consumption of cotton in England, from the rapid increase of her cotton looms.

England and Wales had, in 1850, 1,753 cotton factories; 223,626 looms; 19,173,969 spindles. In 1856, 2,046 factories; 295,590 looms; 25,818,516 spindles. In 1858, there were in Lancashire alone, 1,480 factories; 360,000 looms; 28,000,000 spindles; employing 400,000 persons. And in England and Wales, 3,046 factories; 700,000 looms; 56,000,000 spindles, employing 800,000 operatives. In Scotland, the cotton manufacture is of more recent introduction, but its manufactures are of unrivalled beauty and fineness. The number of cotton factories in 1837, was 177. In 1850, there were 168 cotton factories; 1,683,078 spindles; 28,564 power looms; 36,325 operatives. In 1857, there were 152 cotton factories; 2,041,129 spindles; 21,624 power looms, driven by 9,961 horse power, of which 7,641 was steam, employing 34,698 hands, of whom 7,609 were males, and 27,089 females.

We have no returns of late date, but it is asserted in the cotton circular of recent date that the cotton manufacture employs 1,500,000 operatives, and supports 6,000,000 persons. The value of manufactured goods was $660,000,000, in 1860, about one-half of which was exported to foreign countries.

The capital invested in the cotton manufacture in 1858, was stated at $525,000,000; 1860, rising $600,000,000.

The following table shows the average wages in the Manchester District in 1839, when the hours of work were 11½ hours per day, with the present 10 hour system in 1859:

COTTON SPINNING—WEEKLY WAGES.

	1839.	1859.
Hours per week	69	60
Occupations.		
Engine tender	$5 81	$7 26
Warehouse boys	1 69	1 94
Warehouse men	4 36	5 32
Scutchers	1 69	1 94
Skippers	2 66	3 39
Cardminders	1 45	1 70
Driving frame tenders.	1 57	1 94
Spinners on self-acting mules	3 87 to 4 36	4 84 to 5 32
Piercers	1 94	2 42
Doublers, (women,)	1 69	2 18
Doffers, (girls,)	97	1 21
Jobbers	2 42	3 15
Overlookers	5 81	6 87

Of the whole number of operatives, 19 per cent. are men, 50.2 per cent. women, 6.6 per cent. boys, 24.2 per cent. girls.

This increase in the price of labor in England has taken place within the last ten years. For the twenty-five years from 1825 to 1850, there was a steady decline in the price of labor; and by the aid of machinery and mechanical skill every manufactured article declined also in price, from the close of the European war, in 1815, till the new supply of gold and the increased production, within the last ten years, gave a new impulse to the manufacturing industry of Great Britain.

The most striking fact of all is, that the Cotton Manufactures of England have increased in a greater ratio than those of the United States for the last 10 years.

In 1849-50 the United States consumed 613,498 bales of cotton, or 260,736,650 lbs., estimating the bales at 425 lbs., of which quantity, 476,486 bales were consumed in States North of Virginia. In 1859-60 the quantity consumed was 978,043 bales, or 450,011,962 lbs., estimating the bales at 464 lbs., of which 792,521 bales were taken by the manufactures north of Virginia, an increase of 72 per cent. The increase of the import of cotton into England has been from 663,576,861 lbs. in 1850, to 1,225,989,072 in 1859, and 2,204,460,000 in 1860. The consumption of cotton in England after deducting the amount exported in the form of raw cotton, was in 1850, 588,200,000 lbs. in 1859, 976,600,000, The amount held over in 1860, is said to be only 400,000 bales, or less than one twelfth of the importation of the last year.

The following table shows the amount of cotton goods imported into the United States:

1853	$26,412,243
1854	32,477,106
1855	15,742,923
1856	24,337,504
1857	28,114,924
1858	17,574,142
1859	26,026,140

In 1800, the cotton crop of the United States was 35,000 bales; in 1820, 509,158; in 1825, 569,240; in 1830, 996,845; in 1835, 1,254,328; in 1840, 2,177,855; and 1850, 2,096,706.

The following table shows the amount shipped from the southern ports of the United States, and the consumption in the United States, north of Virginia:

	Cotton shipped.	Consumed in U. S.
1850	2,096,706 bales.	613,498 bales.
1851	2,255,257 "	485,614 "
1852	3,015,029 "	699,603 "
1853	3,262,882 "	803,725 "
1854	2,930,027 "	73,7236 "
1855	2,847,339 "	706,452 "
1856	3,527,845 "	770,739 "
1857	2,939,519 "	819,936 "
1858	3,113,962 "	595,562 "
1859	3,851,481 "	927,651 "
1860	4,675,770 "	978,043 "

Cotton exported in 1860, to	
Great Britain	2,669,432 "
France	589,587 "
North of Europe	295,072 "
Other foreign ports	220,082 "
	3,774,073 "

The production of cotton in each State, as shown by the census of 1850, was as follows:

Alabama	564,429 bales.
Georgia	499,091 "
Mississippi	494,774 "
South Carolina	300,901 "
Tennessee	192,635 "
Louisiana	163,034 "
North Carolina	98,028 "
Arkansas	64,987 "
Texas	57,945 "
Florida	45,078 "
Virginia	3,945 "
Kentucky	1,669 "
Illinois	8 "
Indiana	5 "
	2,484,531 "

According to the census of 1850, the number of cotton manufactures established in the United

States, was 1,074; capital employed, $76,032,578; cost of material, $37,778,064—employing 25,295 male, and 62,661 female lahorers; or a total of 97,956 persons; cost of labor, $17,267,112; value of product, $65,501,687.

The value of cotton manufactures as given in the United States Census in each State in 1850, was as follows:

	Value.	Hands employed. Mail.	Female.
Massachusetts...	$21,394,401	9,592	20,844
New Hampshire..	8,861,749	2,915	5,235
Rhode Island ...	6,495,972	4,847	5,901
Pennsylvania ...	5,812,126	4,283	4,374
New York	5,019,323	3,379	5,499
Connecticut	4,122,952	2,665	3,313
Maine.....	2,630,616	849	3,072
Maryland	2,021,396	1,212	2,035
Virginia	1,446,109	1,151	1,578
Georgia.....	1,398,056	826	1,291
New Jersey	1,289,648	739	1,299
North Carolina...	985,411	492	1,382
South Carolina ..	842,440	436	676
Ohio	594,204	268	434
Delaware.....	538,439	413	425
Tennessee.....	508,481	316	592
Kentucky.....	445,639	210	316
Alabama	498,585	349	397
Vermont	280,300	123	207
Missouri.....	142,900	75	80
Dt. of Columbia .	100,000	41	103
Indiana	86,660	66	79
Florida.....	49,920	28	67
Mississippi	22,000	16	14
Arkansas	17,000	14	18
	$65,501,687	35,895	65,661

The exports of cotton goods, the products of our own manufactories, have been as follows:

1847	$10,351,364
1848	12,774,480
1849	11,249,877
1850	15,196,451
1851	20,136,967
1852	18,862,931
1853	22,599,930
1854	26,849,411
1855	28,833,299
1856	20,907,992
1857	30,805,126
1858	27,641,208
1859	31,579,008
1860	35,455,644

(To be continued.)

Repudiation in Arkansas.

The Memphis *Avalanche* publishes the following ordinance, which was passed by the recent State Convention:

An Ordinance in regard to Foreign Indebtedness in the State of Arkansas, and with regard to Other Objects:

SECTION 1. Be it ordained by the people of Arkansas in Convention assembled, that all the debts of whatever kind due or to become due hereafter, whether the same be evidenced by record, bond, note, bill of exchange, or by other proof; and whether such indebtedness is dischargeable or to become dischargeable by money, property, or in other choses of action where the duty of payment is due or is to become due upon resident citizens of the State of Arkansas, and is due or is to become due to a resident or citizen of the State of Maine, the State of Rhode Island, the State of Massachusetts, the State of Vermont, the State of New Hampshire, the State of Connecticut, the State of New York, the State of New Jersey, the State of Pennsylvania, the State of Ohio, the State of Indiana, the State of Illinois, the State of Michigan, the State of Iowa, the State of Wisconsin, the State of Minnesota, the State of California, the State of Oregon, or the State of Kansas, or to a resident or citizen of the Territory of Utah, Washington, Dacotah, Nevada, or Colorado, be and the same is hereby distrained and appropriated to and for the use and benefit of the State of Arkansas, and payments thereof are hereafter to be made to the State of Arkansas, in such manner as shall be provided by ordinance of this Convention, or by enactment of the Legislature of the State, and all other payments are hereby prohibited, and declared null and void, and the party making the same shall be responsible to the State for the full value of such payment of money, or of delivery of property or chose in action.

SEC. 2. *Be it further ordained*, That all money, property and choses in action that are now in possession, or that may hereafter come to the possession of any attorney, marshal, sheriff or agent, or other person in this State, for the use or benefit of any citizen or resident in any of the aforesaid States and Territories, be, and the same is hereby distrained and appropriated to and for the use and benefit of the State of Arkansas, and that all payments or delivery thereof, otherwise than such as may be hereafter provided by ordinance of the Arkansas State Convention, or enactment of the Legislature, shall be null and void, and the party making such payment, or delivering such property or chose in action, contrary to the true intent thereof, shall be liable to the full value thereof.

SEC. 3. *Be it further ordained*, That all land or real estate of whatever kind the title or ownership whereof is in a citizen or citizens, resident or residents of any of the aforesaid States or Territories, be forfeited and revert to the State of Arkansas for the use and benefit of said State, and that the title to such lands shall be disposed of as the Convention or Legislature may hereafter direct.

SEC. 4. *Be it further ordained*, That all sales of property under legal process for collection of such debts as are described in the first section of this ordinance, the use and benefit whereof is going to citizens or residents of any of the States or Territories aforementioned, be and the same is hereby prohibited, until otherwise ordered by the Convention or enactment of the Legislature.

Trade of the West.

In answer to the chairman (Hon. W. H. Merritt) of a select committee of the Legislative Council of Canada, appointed to enquire into the causes which have diverted the Trade of the West through the United States by way of the Hudson and Port of New York, and the mode of regaining it, the Hon. John Young, of Montreal, wrote the following letter:—

MONTREAL, 23rd April, 1861.

SIR:—I am in receipt of your letter of yesterday, requesting me to answer the question in reference to the trade and commerce of the St. Lawrence, which I shall do as briefly as possible.

First—To what cause are we to attribute the diversion of the *Trade of the West* (from the St. Lawrence) through the United States, to the Port of New York, and what, in your opinion, is the best means of regaining it through its original and natural channel?

Answer.—The rivalry between Canada and the State of New York for the trade of the West, commenced on the opening of the St. Lawrence Canals in 1849. Up to 1847, the trade of Western Canada was forced down the St. Lawrence by a protective duty in England on all agricultural products from Canada. American Wheat was then largely imported and manufactured into flour, which was also shipped as Canadian; previous to 1849 there was *no* exportation of Canadian cereals to the United States. In that year the bonding system of the United States was inaugurated, by which Western Canada could import and export in bond. All discriminating duties in favor of Canadian produce were at that time abolished. The Navigation Laws in the same year were repealed, and for the first time the trade of Western Canada and the Western States was left free to find the cheapest and best route either to England or the Eastern States. An additional impulse was given to the trade by the Reciprocity Treaty, under which Canadian cereals were admitted into the United States free of duty. The export of cereals from Western Canada in 1849 to the United States at points above the St. Lawrence Canals was equal, in bushels, to 124,000. In 1852 it had increased to 2,334,270 bushels. In 1854 to 3,812,875 bushels. In 1860 the cereals exported to the United States from Western Canada, exceeded 8,337,064 bushels, while the total receipts at Montreal from all the Western States and Canada was only equal to 6,558,255 bushels.

The Erie Canal from Buffalo and Oswego to Albany has, since 1849, been greatly enlarged and deepened, so that boats of 130 tons are now employed instead of 75 tons a few years ago. The Eastern States do not produce cereals to any extent, but take what they want for consumption either from the Western States or from Western Canada. The supplying of this demand for consumption in the Eastern States exceeds in the average of years, the amonnt exported to England and other countries. Hence the importance of being able to reach these States through the St. Lawrence.

It was to obtain a share of this trade between the West and the East that the Canals of the St. Lawrence were built. Before their completion in 1849, I predicted that unless Lake Champlain was connected with the St. Lawrence, by the most advantageous levels, that Canada would be powerless in trying to attract any considerable share of Western States and Western Canadian trade.

The Trade and Navigation returns for 1860 show that the whole exports of Canada in that year amounted to $33,361,460. Of this $18,427,968, was exported to the United States. Not only is this the fact, but of this $18,427,968, there was exported from Western Canada direct to the United States ports, above all the St. Lawrence canals, no less a sum than $13,141,000. I have made these calculations hurriedly, but I believe the figures will be found in the main correct, and they show how small a share of the trade of Western Canada with the United States is now attracted to the Lower St. Lawrence.

Since 1849 and now, the cheapest route from Western Canada and the Western States to New York, and the Eastern States generally, has been through the State of New York, and *because it is the cheapest*, trade, as we see, flows in that direction, and not down the St. Lawrence.

The deepening of Lake St. Peter, the establishment of Ocean Steamers, the cheapening of Insurance by the construction of Light Houses, have done much to enable the Canadian Merchants to compete successfully for the Export trade; but to give Canada that superiority which ought to belong to the St. Lawrence route for the sea exports and imports, it is of the highest importance to secure for the St. Lawrence the downward trade to the Eastern States. The route which has this downward trade, will from the low price of back freights, secure a large portion of the up freight. Until a Canal to connect Lake Champlain with the St. Lawrence is constructed, I believe it to be impossible for Canada to share in the carrying trade passing between the Eastern States on the one hand and the Western States and Western Canada on the other, through the route of the St. Lawrence. Nor can this object be fully secured as regards the trade of the Western States, until the Welland Canal is enlarged and the Locks on the St. Lawrence Canals lengthened. With these works completed and the natural advantages of Montreal and Quebec fully developed, for receiving and shiping interior produce; I have not now and never had any doubt, that the St. Lawrence route, either for export by sea or for supplying the Eastern States can be made the *cheapest, quickest and best.*

The State of New York is now collecting a very large amount in tolls on Canadian property, passing through her Canals which could be made to pass through the St. Lawrence Canals to the same point. The abolition of tolls on the St. Lawrence Canals is wholly inadequate to overcome the cheapness of the Erie Canal route, and in my

opinion there has not been one ton thereby attracted to the St. Lawrence.

The locks of the St. Lawrence Canals are 45 and 55 feet wide, but the size of vessels in the trade from the West is controlled by the 26 feet locks of the Welland Canal, so that the advantages of the St. Lawrence navigation, can never be fully ascertained until the same class of vessels which now trade to Buffalo, can pass through to Montreal, Quebec, or Lake Champlain without breaking bulk.

Second. Whether equal facilities exist for importing goods from sea by the way of Quebec, which are intended for consumption in the United States, as exists for importations at the Port of New York, which are intended for consumption in Canada?

Answer. There is no hinderance or obstacle existing to importing goods from sea *via* Quebec, intended for the United States, and as lines of Ocean Steamers ply to the St. Lawrence as well as to New York, the facilities for importing to either place seem to be equal. The navigation of the St. Lawrence opens in April and closes in December. Between December and April the Erie Canal and St. Lawrence are both closed by ice, but the facilities afforded by Ocean Steamers coming to Portland, and the connection from thence by railway to all parts of the interior are equal to the facilities at New York during this period for the import of goods.

Madras Railway.

The annual meeting was held in London on the 10th ult. The following is an abstract of the report of the directors:

The work of construction has proceeded actively on the different lines since the last report. The first section of the Bellary is open for traffic. The company has now about 257 miles open and at work, as against 137 miles at date of last report. The traffic during the last half-year unavoidably suffered from prevalence of cholera, and comparative failure of the crops from drought. The shipments of material, plant, fuel, and stores during the year 1860 were to the extent of 38,348 tons to Madras and Beypoor. On 1st February last, a further length of 70 miles of the main or south west line was opened to Salem, making a continuous line of 207 miles from Madras. On 12th March the first section of the western end of the line was opened from Beypoor to Tiroor, 18 miles in length; and a further opening of 14 miles in the same direction to the Thoota river was to have taken place about the middle of last month. By the end of June it was expected that a further opening to Coimbatore would make the length open from Beypoor 104 miles. There would then remain only the intermediate space, 80 miles, between Coimbatore and Salem, to complete the main line from Madras on the east coast to Beypoor on the west coast, a total distance of 405 miles, which the chief engineer thought might be opened throughout for traffic towards the latter part of the present year. The open portion of the line was reported to be in good order. The renewals of sleepers, keys, and trenails had further increased, being at the rate of 22 per per cent. as against 17 per cent. in the previous half-year. At this rate of decay the entire replacement of the original country wood sleepers would in no long time be effected, and the cost of maintaining the line would then only be reduced to a normal level. The chief engineer was of opinion that the greatest advantage was to be expected from the use of iron sleepers. The excess in first cost of the iron sleeper road was unimportant, compared with its eventual economy in maintenance. The board continued to supply iron sleepers as well for original construction as for replacing decayed wooden sleepers where required. The first section of the Bangalore branch was expected to be ready for the permanent way in six months. The main difficulty on this line was the cutting in the Saidanoor Pass, where the unhealthiness of the locality and scantiness of the population presented serious obstacles to obtaining the requisite labor. On the Salt-Cotaur branch the earthwork had been completed from the junction with the main line to the station ground, and also that of the entire branch line to the salt platform. The first section of the northwest line, 18 miles from the Arconum junction to Naggery, was opened for traffic on the 12th of March. Beyond this station the works in this district were expected to be completed by July next. The passenger traffic on the 137 miles for the half-year amounted to £549 for first-class passengers, to £752 for second class; and to £15,810 for third-class passengers—total, £17,111, against £14,357 for the corresponding half of 1859. The entire number of passengers carried during the past year was 887,452, of which 875,506, or 98¾ per cent. nearly, were of the third class, at a fare of one farthing a mile. The goods traffic for the half-year amounted to £13,189, against £9,569 for the corresponding half-year of 1859. Notwithstanding the increased tonnage passing over the line, a large traffic still went by the common road, which the directors state must eventually fall to the railway. The total receipts for the half-year ending 31st December, 1860, amounted on the 137 miles for coaching to £19,040, for goods and materials to £17,786, and for rents and telegraph to £130—total, £36,956. The expenses amounted to £29,223, including £10,087 for maintenance of way, leaving the net receipts £7,034. For the corresponding half of 1859 the total receipts on 96 miles amounted to £31,837, the total expenses to £17,399, including £5,232 for maintenance, leaving a net balance of £14,438. The receipts for carriage of railway materials formed 12¼ per cent. of the gross receipts for the half-year. The receipts per train mile during the past half-year amounted to 3s. 10d., and the cost to 8s. ½d. The receipt per passenger carried was 9¾d, and per ton of goods 6s. 4¼d. The capital account to 30th June, 1860, in India, and 31st December last in England, showed that £4,305,115 had been expended on the southwest and north west lines.

Pittsburg, Columbus and Cincinnati R. R.

The earnings of this road for the year 1860, were as follows:

From passengers	$125,206 70
" freight	169,337 92
" express	12,148 17
" mail	8,940 00
" car mileage	4,192 33
Total earnings	$319,825 12

And the expenses were:

Conducting transportations	$75,193 13	
Motive power	75,656 66	
Maintenance of cars	19,860 83	
Maintenance of war	76,499 97	
Construction & equipment,	6,841 90	
		254,052 49
Net earnings		$65,772 63

Boston, Concord and Montreal Railroad.

The gross earnings of this road for the year ending March 31, were $252,724 52. Expenses, $131,051 55. Net earnings, $121,672 97. The report says:

The pecuniary condition of the corporation is more than $90,000 better than at the close of the last year.

The liabilities of the corporation are the balance of the notes given by the committee in settlement of the debts, as stated in their report in May, 1859, amounting at this time to $9,300 payable in S. F. Bonds, and which all mature in June of the present year; also, Gilmore & Clapp's claim, amounting now to $22,200 40, which, with the interest, constitutes the floating debt of the corporation, and which will soon be paid.

There has been paid the Trustees of the Sinking Fund the sum of $51,500, which, with the interest thereon, duly invested, amounts to more than $63,000.

In accordance with a vote of the Directors, passed Oct. 31, 1859, providing for a yearly reduction to the amount of $10,000 of the Bonds due in 1860, we have to report that the corporation now have that amount of Bonds on hand, and that the conditions of the vote will be strictly fulfilled.

The road and rolling stock are in good repair, and in better condition than at the same time last year.

Galena and Chicago Railroad.

This company have issued the following circular to its stockholders:

GALENA AND CHICAGO UNION RAILROAD CO., CHICAGO, May 16, 1861.

SIR: By a resolution of the Board of Directors, adopted at their State meeting to day, I am directed to inform you that the following resolution will be submitted to the stockholders of this company, for their action at the annual meeting, to be held at this office on the 5th day of June next.

Full explanations for asking this action on the part of the stockholders will be made at the meeting.

"*Resolved*, That the restrictions imposed by the stockholders of this company upon its Directors by a resolution adopted June 2, 1858, is hereby removed, so far as relates to any contract they may legally make with the Chicago, Iowa and Nebraska Railroad Company, the Cedar Rapids and Missouri River Railroad Company, and the Albany Railroad Bridge Company."

The resolution of the stockholders of June 2, 1858, above referred to, is as follows:

"*Resolved*, That any contract to lease any other railroad, or to allow or grant any commissions, or draw back to any connecting road, for the business furnished by it, that shall extend beyond three years, or any contract to lend the money or credit of this company to any other railroad company, beyond $20,000, or to make any branch or extension of this road, shall not be obligatory upon this company until it has been approved by a majority in interest of the stockholders present, or represented at any annual meeting, or at a meeting to be called for that purpose, on at least sixty days notice, and the object of such meeting shall be expressed in the call, and the approval thereof may be made without calling a meeting, provided the material points of the case be presented in the circular, and the answer thereto given by letter."

Northern, Conn., Railroad.

The Northern (formerly New London, Willimantic and Palmer) railroad company are about to make large improvements at New London. A new wharf 600 feet long, and 150 deep is to be built at the foot of Water street, and a new station-house erected 300 feet by 60. The estimated cost is $80,000, and the object is to form a connection with the Norwich and Worcester Railroad Company's line of steamers, with which a contract for ten years from July 1st has been made.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	67.3	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	....	....	.....	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	....	....	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	....	....	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '55	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,510,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,982,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,243	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	....	....	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,572	1,575,147	66.0	.....	119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	....	....	.....	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,536	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	166,988	95,612	—	.....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	6,132,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	55
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	33½
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	57½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,872,240	—	33,221,720	706.3	.....	2,721,591	850,630	—	70
.. .. ..	—	—	—	81.5	....	....	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	....	....	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	43,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	....	....	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,235,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,281,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	....	....	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.8	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,402	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	80	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. '59	13.8	—	....	70.2	....	....	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	13.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,288,018	243,969	108,424	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	65.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,768	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,880	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K	67,824	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,408	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	60
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	11½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,515	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	608	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	107
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,364	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	.....	—	3	3	87	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	.....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	65,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,562	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	858	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	808	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,844	192.0	.....	1,881,352	888,254	—	111
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	.....	365,088	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pers Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	11
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	12
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	—	—	.....	—	—	.....	—	—	—	—	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	89,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r.by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	162,185	66,453	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	102½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	...	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,118,882	670,720	10	133
30 Nov. '59	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,900	600,000	718	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	230,278	—	—	216,794	—	56,582	—	—	—	15 344	8,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. '58	82.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	84.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	35
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River.	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	'343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,967,241	2,678,400	6	72
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	22
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	11
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,600	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	* 385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	'154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	....	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	25
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.6	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,276	12	91
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	389,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	22½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	88,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,360	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,538	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,863	152,694	1,358,867	45.0	—	152,228	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,782	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,967	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,968	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,355,200	132,063	2,588,876	125.0	—	285,934	84,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	—	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,888,343	55.5	—	426,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	315	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,089	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	596,857	608,860	6	53½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,891,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,969	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,667	167,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,960	1,125,000	26,057,991	151.4	—	3,312,546	858,597	—	31½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	....	—	30	96	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,300,000	—	—	200.5	48,577	1,226,597	471,712	6½	82½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct.' '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Nov.' '59	467.5	—	56.8	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	588,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov.' '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	.....	.....
30 Nov.' '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	.....	.....
31 Mar. '59	78.0	—	----	—	...	...	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug.'58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	306,500	.....	2,168,000	50.0	147,231	208,439	96,571	5	.....
30 Nov.'58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,616	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
-- -- '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	841,190	125,871	.....	.....
31 Aug.'58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,552	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	...	...	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov.'60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	----	—	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
-- -- '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May,'60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,619	—	.....
31 Aug.'60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug.'60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug.'60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug.'60	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	.....	—	1,350,695	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	90
31 Aug.'60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug.'60	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	.....
								VIRGINIA.													
31 Aug.'59	41.3	—	----	122.1	...	...	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,561	775,500	118,789	.....	113.7	703,034	135,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	----	—	8	...	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	176	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	----	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
-- -- '57	42.0	—	----	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '60	191.9	42.5	28.3	—	...	...	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	----	38.8	...	...	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox River	Vall.	.....	—	.....
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	16,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- -- '59	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108.0	193,683	116,225	41,985	—	.....
31 Dec. '60	60.0	—	----	----	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	...	...	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
1 Dec. '60	48.7	—	----	—	...	...	....	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	12	103

New York Stock Exchange.

Sale Prices for the week ending May 29, 1861.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Federal Stocks:—						
U. S. 5s, 1874	79	79	79	78½	79	79
U. S. 6s, 1881	88	88	89	88	87½	87½
State Stocks:—						
California 7s	75	----	76	----	75	76
Georgia 6s		----	----	----	----	----
Illinois 6s		----	----	----	----	----
Indiana 5s		80	----	----	----	----
" 2½s		----	----	----	----	----
Kentucky 6s		----	77	----	----	----
Louisiana 6s		51	----	51	52	52
Maryland 6s		----	----	----	----	----
Michigan 6s		----	----	----	----	----
Minnesota 8s		----	----	----	----	----
Missouri 6s	40½	39	40	41½	41½	41
New York 5s, 1870		----	----	----	----	----
" 7s, 1864		----	----	----	----	----
North Carolina 6s		55	56	56	56	55
Ohio 6s, 1886		----	----	----	----	----
Tennessee 6s, 1890	43½	42	43	44	43	42
Virginia 6s	47	45	47	47½	48	45
Railroad Shares:—						
Chicago, Burl. and Q.	56	54	54	54	55	55
Chicago and Rock Isl.	32	30	31½	32	33	33½
Chicago and N. West.		----	----	----	----	----
Clev., Painesv. & Asht.		----	----	----	----	----
Clev. and Pittsburg	7	----	----	----	----	----
Clev. and Toledo	22½	20½	21½	21½	22	22½
Del., Lack. and West		----	----	----	----	----
Galena and Chicago	58½	57	56½	57	57½	57½
Hudson River	35	34	34	34½	35	34½
Illinois Central (scrip)	66	65½	66½	68	71	70
Indianapolis and Cinc.		----	----	----	----	----
Michigan Central	42	40	41½	41	41	41
M. S. and N. I. guar'd,		24	25	24	25	26
M. S. and N. I.		10½	11½	11	11	12
Mil. and P. du Chien		----	----	----	12	----
New Jersey Central	106	106	----	----	106½	102½
New York Central	72½	71	71½	71½	72	72
New York and Erie	21	20½	21½	22½	22½	22
N. York and Harlem	11	11	10½	11	11	11
N. Y. and H. "pref."	27	26	25	26	27	26
Panama	105	105	105	103	103	103
Phila. and Reading	31½	30½	30½	31	31½	31½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.		----	----	----	----	----
Chic. and N. W. 1st M.		----	----	----	----	----
" " 2d M.		----	----	----	----	----
" " S. F.		----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85		----	74½	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5		----	----	----	----	----
" 2 M. 8 p.c. '81		----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63		----	----	----	----	----
" 2 M. 8 p.c. '75		----	----	----	----	----
Hann. & St. J. 1 M. 8s		----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69		106	----	----	----	----
" 2 M. 7 p.c. '60		----	----	----	----	----
" 3 M. 7 p.c. '75		81½	----	----	----	----
Illinois Centr. 7 p.c. '75		91	90	91	91	91
" " 6 p.c. '75		91	90	91	91	91
L. Erie & Wab. 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	94	----	----	93½	94	----
" conv. 8 p.c. '69		----	----	----	----	----
Mich. Southern 1st M.		----	----	----	----	----
" " 2d M.		----	----	----	----	----
" " S. F.		74	----	----	----	----
M. S. & N. I. 1 M. S. F.		----	----	----	----	----
" 2 M. 8 p.c. '77		----	----	----	----	----
Northern Ind. 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
N. J. Central 1st M.		----	----	----	102	----
N. Y. C. 6 p.c. certif. '83		----	----	----	----	----
" 1 M. 7 p.c. '64		----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67		101	----	----	101	101½
" 2 M. 7 p.c. '64		----	----	----	----	----
" 3 M. 7 p.c. '83		----	----	----	----	----
" 4 M. 7 p.c. '80		----	----	----	----	----
" 5 M. 7 p.c. '83		----	----	----	----	----
" conv. 7 p.c. '62		----	----	----	----	----
" " 7 p.c. '71		----	----	----	----	----
" S. F. '75		----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	97	----	----	----	97	97
" 2 M. 7 p.c. '64		----	----	----	94	----
" 3 M. 7 p.c. '67		----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88		----	----	----	----	----
" 2 M. 6 p.c. st'g '75		----	----	----	----	----
Ph. and Read. 6 p.c. '60		----	----	----	----	----
" " 6 p.c. '70		----	----	----	----	----
T. H. and A. 1 M. 8s '72		----	----	----	----	----
" " 2 M. 8s '70		----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank		79	----	----	----	----
America, Bank of		----	96	----	----	----
Commerce, Bank of		----	----	79	79	79
Merchants' Exch. B'k		----	----	----	----	----
Mercantile (Mar.) Ins.		----	----	----	----	----
Commonwealth Bank		----	----	----	----	----
Metropolitan Bank		86	85	----	84	----
Mining Stock:—						
Pittsburg		----	----	----	----	40
Rockland		----	----	----	----	12
Minnesota		----	----	----	----	60
Isle Royale		----	----	----	----	6
Miscellaneous:—						
Del. and Hud. C. Co.		----	82	----	83½	----
Cumberland Coal Co.		----	6	5½	5½	----
Penn'a Coal Co.		----	76	----	----	----
Pacific Mail S. S. Co.	61½	61	62	65	64	
Canton		9	----	5	----	----
Brooklyn Water W's		102	----	----	----	102

The following are the closing prices in the London Market on the 8th May:

United States 5 p. c. red. '74	75	to	80
Illinois Central 6 p. c. red. 1875	85	to	90
Do. 7 p. c. red. 1875	85	to	88
Do. do. Fr. L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	64	to	66
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	84	to	85
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	81	to	83
Do. 7 per cent. 1864	89	to	91
Do. 7 per cent. (sinking f.) 1876.	90	to	94
Do. $100 shares	64	to	66
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	85	to	90
Do. 3d do. 1883, assented	75	to	80
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	82	to	86
Do. 2d mort. 6 per cent. sterling	82	to	86
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, June 1, 1861.

Share and Money Market.

The week has passed without any considerable fluctuation in the Share Market. Political questions now dominate all others, and the aspects of these have not materially changed, for two or three weeks past. Southern State stocks, with the exception of Missouri are weaker. We are now within a month of the time at which the semi-annual interest on them will fall due. The prospect of its payment on the bonds of Virginia, Tennessee and North Carolina appears to be very faint. These are largely held in this market. The probabilities seem to be in favor of the payment of interest on Missouri bonds, these are still selling at about 41. The prices of both Government and State stocks are depressed from the prospect of very large new issues. Nearly every Northern State have created considerable loans, amounting in the aggregate to a large sum, while the United States must make provision, largely by loans, for the support of an army of at least 200,000 men, besides a very large naval force.

Money continues easy, owing to an absence of demand for commercial purposes. Trade is almost entirely suspended. Southern trade is absolutely nothing, while Western has been greatly injured by the condition of Western Banks. This evil is being gradually cured by winding them up. The freight traffic on Northern and Western railroads continues good, with very favorable prospects for the growing crops.

New York and Harlem Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:—Allan Campbell, William C. Wetmore, Cornelius Vanderbilt, Daniel Drew, Francis W. Edmonds, Charles W. Sandford, Horace F. Clark, John Alstyne, Horace Brooks, Albert Smith, Albert J. Akin, John Harper, A. B. Baylis.

New York and New Haven Railroad.

The income of this company for the year ending March 31, 1861, was:

From passengers		$716,422 33
" freight		147,609 01
" mails, expresses, extra baggage and interest on dividend funds invested		61,044 42
Total		$925,075 76
And the expenses were:		
Transportation expenses	$243,657 73	
Repairs of roadway, &c.	116,799 12	
" equipment	129,984 67	
Fuel, oil and waste	84,034 33	
Haulage by horse-power.	25,026 35	
		599,502 20
Leaving as net earnings		$325,573 56

The resources of the year have been disposed of as follows:

Cash on hand April 1st, 1860, as per last report		$281,111 27
Mort. bonds, (used towards retiring bonds Dec. 1, 1860		25,000 00
Reduction, since April 1, 1860, of materials on hand		12,491 14
Increase of accounts payable, over the amount of April 1st, 1860		80,766 08
Net earnings for the year		325,573 56
		$724,942 05
Paid bonds due Dec. 1st, 1860, and Jan. 1st, 1861		$325,000 00
Paid coupons for bond interest		140,782 80
" loss in operating canal road		27,754 63
" on road and equipment		7,477 88
Cash on hand and invested dividend funds		223,926 74
		$724,942 05

The report says:

Important additions have been made to the equipment of the road during the past year. Two first-class coal-burning locomotives have been purchased, and are now in use on the road; in addition to which, two more of the same class have been contracted for, and will be ready for active service during the month of June. The four locomotives, complete, will involve an expenditure of about $36,000, but will greatly diminish the cost of repairs, thereby making the investment conducive to economy, and, at the same time, placing our equipment on such a first-class footing as the business of the road demands.

The roadway, tracks, bridges, culverts, embankments, station-houses, and general property of the company, have received close supervision, and are in good order. During the past year six hundred tons of new iron have been purchased, and it is now being laid when required; and more than 2,700 bars of old iron have been repaired, at our shops in Norwalk, during the same period, and mostly relaid. Eight thousand approved wrought iron chairs have also been purchased, and, as has been the practice of this company for the past four years, they will be used in place of the old cast iron ones formerly in use on the road. Upward of thirty-five thousand new ties have been purchased, which have been laid, or will be, as occasion requires.

The new passenger depot at Bridgeport has been completed, and, on the first day of January last, our trains commenced receiving and leaving passengers at that station. The building has been constructed in a satisfactory manner, and, while it is ornamental, affords all the accommodations required by our important connections at that point. The entire cost to the company, embracing the shifting of tracks and all the other important facilities acquired, has been $18,000. Portions of the building not required for the business or accommodation of the company, have been rented so as to produce the annual sum of $1,700; and more rooms remain that can and will be rented when suitable tenants can be found.

By reference to our last annual report it will be perceived the (so called) "Omnibus suit" was brought to trial before Judge Ingraham, at the March (1860) term of the Supreme Court. The findings of the Court were finally settled at the November term of the same, by which, the division of the bad from the good stock was passed upon, and the true stockholders of this company were defined. It is a matter for much congratulation that this important question of the separation of the good from the over-issued stock, complicated as it was, and requiring so much patient and close attention, has, at last, been so fully and so satisfactorily settled. Consequent upon the settlement of the judgment in the above case, our counsel made a motion, before Judge Barnard of the Supreme Court, for the removal of the injunction restraining the directors from paying dividends to stockholders. Judge Barnard removed the injunction on the 17th of April; whereupon the Board of Directors, by a resolution passed on the 19th of the same month, ordered the books of the company to be opened for transfers, and a dividend of three dollars per share to be paid to the stockholders, on demand.

On the first day of December last, there became due and payable $311,000 of the seven per cent. bonds of this company; and on the first of January, following, $14,000 of six per cent. bonds; making a total of $325,000—all of which have been retired, and have since been cancelled by the Comptroller of the State of Connecticut. Two hundred and eighty thousand dollars in cash was paid out of the earnings, and $45,000 of mortgage bonds on hand, exchanged, to liquidate the above bonds—leaving the actual bonded debt of the company, at the close of the business year and at this time; $1,890,000 as against $2,219,000 at the date of our report of last year.

In conclusion, it is with much pleasure that we are again able to report the gratifying truth that notwithstanding the great number, nearly 1,100,000 of passengers carried over the road during the past year, there has been no accident involving the loss of life or limb to any one passenger so carried.

CONDENSED BALANCE SHEET.

Railroad, including grading, masonry, superstructure, iron, machinery, &c.		$4,640,607 56
Equipments, viz: locomotives, tenders, cars, &c.		675,264 35
Real estate, including leases, in cities of New York and N. Haven.		65,505 66
Materials, viz: lumber, iron, fuel, oil, &c		111,319 00
Cash and cash assets		223,926 74
		$5,717,623 31
Capital stock, 30,000 shares	$3,000,000 00	
Bonds, due Dec. 1st, 1866, with 7 per cent. coupons, payable on first days of June and Dec. each year.	912,000 00	
Bonds, secured by mortgage, due Oct. 1st, 1875, with 6 per cent. coupons, payable on the first days of April and Oct., in each year.	978,000 00	
Profit and loss, being the total surplus earnings not paid out in dividends	719,585 12	
Accounts payable, viz:		
March pay roll	$58,824 28	
Coupons due April 1st '61	29,340 00	
Balance of petty accounts	9,873 91	108,038 19
		$5,717,623 31

Equipment service for year ending March 31, 1861.

Number of passengers	1,091,292
" tons of freight	64,638
" passenger trains	5,938
" cars per train, average	6
" freight trains	1,204
" cars per train, average	11
Average weight of passenger trains, loaded, in tons	135
Average weight of freight trains, loaded, in tons	170
Speed of express trains, including stops, per hour	30 miles.
Speed of way tr'ns, incl'g stops, per hour.	24 "
" freight " " " "	12 "
Aver. receipts per mile, per passen'r.	2.32-100 cts.
" " " " commut'r.	90-100 "
" " " " both.	2.08-100 "
" " " " ton freight.	4.54-100 "
Total number of locomotives	31
" " passenger cars	74
" " bagg'e, mail and express cars.	19
" " freight cars	349

The cost of running the trains upon this road, for the year, has been, for fuel, about 15.10-100 cents per mile; being a reduction on that of the year preceding of about 8⅝ per cent. The following facts are obtained by a comparison of wood-burners with coal-burners, viz:

Passenger train, wood-burners, averaging 5¼ cars, cost 20.02-100 cents.

Passenger train, coal-burners, averaging 5½ cars, cost 11.10-100 cents.

Freight train, wood-burners, averaging 7 cars, cost 17.85-100 cents.

Freight train, coal-burners, averaging 13½ cars, cost 13.53-100 cents.

Bringing together the expenses per mile, of both trains, shows the following result, for coal-burners as against wood-burners:

	Wood-burners.	Coal-burners.
Passenger train.	20.02-100 cents.	11.10-100 cents.
Freight train	17.35-100 "	13.53-100 "
Both trains.	37.87-100 "	24.63-100 "

the coal-burnings drawing an average of 6½ cars, and the wood-burners but 5½ cars.

Journal of Railroad Law.

POWER OF A RAILROAD CORPORATION TO RECEIVE AND ASSIGN NOTES: ABANDONMENT OF A ROAD, NOT A GOOD DEFENCE TO AN ACTION BROUGHT BY THE COMPANY FOR A DEBT.

The powers with which corporations are cloth ed, as distinguished from the rights of individuals, are special. Corporations are not natural persons; they are fictitious identities empowered by special legislation with certain privileges and duties. Hence we must look to the acts under which they are incorporated to find out what they are, and what they are not privileged to do. The special powers therein conferred upon them, together with those rights incidental to, and necessary to the enjoyment of the rights distinctly conferred measure the rights and the obligation of the company.

Thus if a company has the power conferred upon it, to receive the notes of parties, in the transaction of its legitimate business; the incidental right of transferring the notes so received to others in discharge of its obligations is a necessary consequence of the right to receive them: for otherwise the value of the notes as property would be greatly impaired. So too as a company after it has abandoned the objects for which it is incorporated, given up its road, and is winding up its affairs, may be made liable for the just debts it has already contracted, it may itself sue its debtors and compel payment to them notwithstanding such abandonment; for as the company is obliged to pay its debts, so its debtors must in turn pay them. Both of these points are considered in the case of *Hardy vs. Merriweather* just decided by the Supreme Court of Indiana.

The suit was brought on notes executed by *Hardy* to the *Fort Wayne and Southern Railroad Company.* On the 16th of February, 1859, they were assigned by the Company to the plaintiff; the assignment being executed by *Eli McCauley*, the Company's treasurer. The defendant denied the power of the company to assign the notes; and also alleged that the company had abandoned the construction of the road. The plaintiff had judgment in the court below, and an appeal was taken to the Supreme Court. These two points in the answer were held to constitute no defence to the action by the court below on demurrer; and the following is the decision of the appellate tribunal on these two points.

PERKINS, J.—We now proceed to examine the answers held bad in demurrer; and, first, of the denial of the power of the company to assign the notes.

The company had power to take the notes They originated in a transaction and were to secure an indebtedness, within the scope of the corporate undertaking. And as a general proposition a corporation has power to assign a note that it has power to take. The assignment in fact being set out in the complaint and not denied by answer under oath was admitted.

And, second, as to the abandonment of the road itself.

The abandonment of the construction of the road does not, of itself, constitute a defence to a suit to recover debts due the company chartered to accomplish such construction. Abandonment of the prosecution of the undertaking does not release the company from debts contracted while its prosecution was continued; and while the corporate organization remains, dues to the corporation may be collected in the corporate name for the payment of debts. After the corporate existence has ceased, creditors may still pursue its assets by proceeding against its debtors and stockholders. In this case the general denial was answered, and that answer admitted the corporate capacity of the plaintiff to sue. Judgment affirmed for the plaintiff.

Italy—Its Railway System.

The kingdom of Italy, on adoption of certain ministerial measures, by which it is intended to consolidate the various railway interests in the country, will be in possession of 1,779 kilometres of railway in operation (the kilometre computed two-thirds of an English mile), 1,704 kilometres in progress of construction, and 2,650 to be given out for private speculation. By adding to this amount the lines either in operation or in progress of construction in the Venetian and Roman provinces, the whole of the Italian system will rise to 6,800 kilometres.

Of these the old State of Sardinia has already 850 kilometres in operation, and 882 in progress of construction; Lombardy, 247 in operation, and 209 in progress; the Æmilia, the Marches, and Umbria, 145 in operation, and 561 in construction; with plans for 313 kilometres open for competition; Tuscany has lines in work to the amount of 375 kilometres, and is at work for 436 more, besides 39 kilometres in contemplation. At Naples the lines in work are only 142 kilometres, those in progress 96, and the projects 1,900. The lines projected for Sicily, where as yet none exist, amount to 400 kilometres.

The first 4½ miles in Piedmont were opened in August, 1848, at which period Lombardy and Tuscany boasted considerable achievements, and even Naples had its royal line from the capital to Castellamare. There is, therefore, good reason to congratulate the Subalpine people on the good

uses to which they were able to put the twelve years' freedom they had the good fortune to enjoy, and to anticipate no less splendid results for the future in behalf of their kindred of the east and south. The works under immediate contemplation will give as a result the opening of 550 kilometres within the present year, and 1,500 more within another year, altogether 2,000 kilometres within the space of two years, leaving 4,300 for completion of the contemplated lines. The shortest line between Turin and Rome, along shore by Genoa, Leghorn, and Civita Vecchia, would be 666 kilometres; a journey of eighteen or twenty hours. Between Turin and Naples the shortest route is through Bologna and Ancona, across the Abruzzi, a distance of about 800 kilometres, to be achieved in about twenty-four hours' journey. From Turin to Brindisi the line would extend to 900 kilometres; to Taranto, 863; to Otranto, 972; to Reggio, the extreme point of the peninsula, about 1,300 kilometres; to which may be added the 50 kilometres between Susa and Turin, already long since in operation. The shortest lines, however, will not in every instance be the first brought to a termination, owing to natural difficulties, which must needs retard their construction. The line from Turin to Naples, through Bologna, Ancona, Foggio, and Bari, will be about 950 kilometres in length, exceeding by 50 kilometres the other line, which is to go through the Abruzzi: but with the exception of the hills surrounding Ancona and the pass of the Apennines, it runs along shore, and mostly on level ground, so that it will be greatly advanced within the present year, and brought to a full termination within 1863.

In the same manner the road to Rome through Genoa and Leghorn will meet serious obstacles on the Riviera of Genoa, while the other, somewhat longer (715 kilometres), through Bologna, Pistoia, Florence, Chiusi, and Orte (the junction with the line between Rome and Ancona), will be finished first. The Apennine pass of La Porretta, between Bologna and Florence, will be ready within two years, and so will the whole line, which is rapidly progressing throughout, with the exception of the trunk between Orte and Rome (150 kilometres), for which Italy must await the Pope's good pleasure.

Most of these lines are of the greatest importance, not only for the Italians and strangers traveling in Italy, but also as a means of rapid communication between distant countries. From London to Alexandria in Egypt, the distance now, either through Marseilles or Genoa, is 188 hours' journey. It will be redued to 155 hours, with an economy of 30 hours' time as soon as the line to Ancona is opened, as it will be before the end of the present year. This advantage will be greatly increased when the lines shall be extended as far as Brindisi and Otranto, as it can easily be done within two years.

In a recent sitting of the Chamber of Deputies at Turin, the Minister of Public Works gave a satisfactory account of the state of the operations for cutting a tunnel through Mont Cenis. He stated that the machines employed on the Italian side of the mountain cut out in the space of twenty-four hours rather more than 8 feet of rock in a width of nearly 10 feet. The machines to be employed on the Savoy side have not yet been brought to work, but are soon to commence. When the machines shall be more complete, and the workmen more experienced, it will be possible, he said, to cut through nearly 10 feet per day on each side. Hopes are entertained that the tunnel may be completed in six years.

Pittsburg, Fort Wayne and Chicago R. R.

LAW OF ILLINOIS IN REFERENCE TO RE-ORGANIZATION OF THE COMPANY.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That in case the Railroad of the Pittsburg, Fort Wayne and Chicago Railroad Company, or any part thereof, shall be sold by virtue of any mortgage or mortgages, or deed or deeds of trust, either by foreclosure, or other proceedings in law or equity, or in pursuance of a power in such mortgage or mortgages, or deed or deeds of trust contained, or by the joint exercise of the said authorities, the purchaser or purchasers of the same, or their survivors or survivor, or they, or their, or he and his associates, or their, or his assigns may form a corporation, by filing in the office of the Secretary of State, under their or his signature, specifying the name of such corporation, the number of directors, the names of the first directors, the period of their services, not exceeding one year, the amount of the original capital, and the number of shares into which such capital is to be divided; and thereupon the persons who shall have signed such certificate and their successors, shall be a body politic and corporate, by the name stated in such certificate, and a copy of such certificate, attested by the signature of the Secretary of State, or his Deputy, shall, in all Courts and places, be evidence of the due formation and existence of the said corporation, and of the facts in the certificate stated.

SEC. 2. The said corporation, formed pursuant to this Act, shall have power to acquire by purchase or otherwise, and to hold, use and enjoy, the Pittsburg, Fort Wayne and Chicago Railroad, and each and every part thereof, whether situate within or without this State, and all equipments, machinery, tools and materials, all lands, property, franchises, rights and things connected therewith, or necessary, or convenient to the use thereof, together with the tolls, income, rents, issues, and profits of the same, and shall have power to maintain and operate the same, as fully as might have been done by the Pittsburg, Fort Wayne and Chicago Railroad Company, and to erect new depots, stations, and other buildings, and connect the same with the said railroad, and to acquire and to hold lands for the said, and other needful purposes; and the said corporation shall also possess all the faculties, powers, authorities, immunities, privileges and franchises, at any time held by the said Pittsburg, Fort Wayne and Chicago Railroad Company, or by any of the corporations heretofore consolidated into the said company, or conferred on the said company, the said corporations, or either of them, by any act or law of this State, or either of the States of Ohio, Indiana or Pennsylvania, and shall have power and capacity to hold and exercise within each and every of the said States, and so far as it may deem necessary to the general objects of its business, within any other of the United States, all the said faculties, powers, authorities, privileges and franchises, and all others which may hereafter be conferred upon it, by or under any law of this State, or of any of the aforesaid States, and to hold meetings of stockholders and directors, and do all corporate acts, and all things within any of the aforesaid States, as validly as it might do the same within this State, and may consolidate with any corporations of such other States authorized to hold, maintain, and operate the aforesaid railroad; and the said corporation, formed pursuant to this Act, shall also have power to create and issue capital stock in shares of one hundred dollars each, and to such aggregate amount as it shall deem necessary to carry out the objects of this Act; and may establish preferences in respect to dividends, in favor of one or more classes of the said stock in such order and manner, and to such extent, and with such securities as it may deem expedient, and may confer on holders of any bonds which it may issue or assume to pay, such rights to vote at all meetings of stockholders, not exceeding one vote for every one hundred dollars of the par amount of said bonds, as may by it be deemed advisable, which rights, when once fixed, shall attach to any pass, with such bonds under such regulations as the by-laws may prescribe, to the successive holders thereof, but shall not subject any holder to assessment by the said company, or to any liability for its debts, or entitle any holder to dividends; and the said corporation may make and issue its bonds, of not less denomination than one hundred dollars each, payable at such times and places, and bearing such rates of interest as it may deem expedient, and may hypothecate or sell such bonds, within or without this State, at such prices as it may deem proper; *Provided, nevertheless*, That, except within six months after the organization of said company, no bond shall be created, nor shall any debt be contracted, exceeding in the aggregate at any one time five per cent. on the par amount of the capital stock of the said company, unless the same shall have been previously authorized by vote of two-thirds in interest of the stock and bondholders, at a meeting duly held; and the said corporation may secure the payments of any bonds which it may make, issue, or assume to pay, by a mortgage or mortgages, or deed or deeds of trust, of its railroad, or of any part or parts thereof, or of any other of its property, real or personal, and may include in any such mortgage or mortgages, or deed or deeds of trust, any locomotives, cars, and other rolling stock or equipments, and any machinery, tools, implements, fuel and materials, or other real or personal estates, whether then held, or thereafter to be acquired, for the constructing, operating, repairing or replacing of the said railroad, or any part thereof, or of any of its equipments or appurtenances; all of which property and things so included, whether then possessed, or thereafter to be acquired, shall be subject to the lien and operation of every such mortgage or deed of trust, in the same manner and with the like effect, as if all such property and things constituted a part of the said railroad; and may also include all franchises held by the said corporation, and connected with or relating to the said railroad, and all corporate franchises which are hereby declared in case of sale, by virtue of any such mortgage or mortgages, or deed or deeds of trust, to pass to the purchaser or purchasers, so as to enable him or them to form a corporation, in the manner herein described; and to vest in such corporation all the faculties, powers, authorities, immunities, privileges and franchises, conferred by this Act. And the said corporation may do all things which may be necessary or convenient, to carry into full effect the powers hereby granted; and the powers hereby conferred, may be exercised by the directors thereof.

SEC. 3. That the said corporation, formed pursuant to this Act, shall, within six months after its organization, likewise have power to assume such debts, liabilities and claims, against the said Pittsburg, Fort Wayne and Chicago Railroad Company, and make such settlements or adjustments with any of the stockholders, or other parties interested therein, as it may deem proper; and for the said purposes, to use such portion of the stock or bonds hereby authorized to be created, and in such manner as it may deem necessary.

SEC. 4. That in case the said Pittsburg, Fort Wayne and Chicago Railroad, or any part thereof, shall be decreed by any Court having jurisdiction in any State, or part of a State composing a judicial district, within which a part of said railroad is situated, to be sold by virtue of any mortgage or mortgages, or deed or deeds of trust upon the same, containing a power of sale to the trustee or trustees, it shall be lawful for the said trustee or trustees, to unite with the proper office in making such sale, or under the order of the Court, to make such sale at the time and place appointed

by the Court, and with such notices as may be ordered by the Court; and to execute a conveyance of the said railroad, or the part thereof which may be so sold, and such sale and conveyance shall be a valid and effectual execution of the powers of sale and conveyance contained in the said mortgage, mortgages, or deed or deeds of trust, and shall operate to invest the purchasers with the title to the railroad property, and things sold as aforesaid, free and discharged from all rights and equity of redemption by the mortgagor or junior incumbrancer, or any other party whatsoever.

SEC. 5. That full authority is hereby given to the corporate authorities of the several counties, townships, cities, villages, or other municipal corporations, owning or holding stock in the said company, and to all persons holding the same in any fiduciary capacity, to transfer, assign or surrender the same, and to accept and receive under the re-organization, such portion of the new stock as may be apportioned to the stock so owned and held.

SEC. 6. That this Act shall be a public Act, and shall take effect from and after its passage.

Approved February 8, 1861.

Dayton and Michigan Railroad.

The receipts of this road for the year ending April 1, 1861, were as follows:

From passengers	$146,554 24
" freight	201,001 03
" mails and express	27,447 32
	$375,002 59
Operating expenses, taxes, etc.	162,895 12
Net earnings	$212,107 47

—or about 56 per cent. of the gross receipts.

The financial condition of the Company, March 31, 1861, was as follows:

ASSETS.

Construction	$4,560,544 28
Telegraph	1,247 26
Lima shops and equipments	28,688 55
Webster street depot	9,935 04
Troy freight house	2,582 48
Toledo depot grounds	2,011 00
Right of way	92,791 61
Rolling stock	112,643 92
Stock interest account	261,438 69
Real estate, trustee expenses, and Telford and Wayne account	77,306 92
Enginery property	1,025 00
D., X. & B. Railroad	4,800 00
Time bonds	
Bills receivable	12,000 30
In hand of agents	30,412 63
Due from individuals	19,385 71
Due from other roads	11,142 83
Due from Post Office Department	5,587 59
Cash and cash items	2,170 06
	$5,241,812 58

LIABILITIES.

Capital stock issued	$2,176,666 97
Capial paid in not issued	18,895 66
Mortgage bonds sold	2,512,000 00
Income bonds sold	9,700 00
Bills receivable, viz:—secured by real estate in mortgage	15,055 15
From cars and construction debt	292,267 29
Supplies, interest, etc.	27,097 69
Bills discounted	16,404 17
Due on pay rolls	19,890 62
Due individuals	36,804 01
Due other roads	619 86
Due agents	201 00
Surplus earnings	114,310 46
	$5,241,812 58

The report of the President says:

The efforts of the company and individuals connected therewith to complete and equip the road, without being able to make sale of any bonds, and before the means necessary for the undertaking were secured, added largely to the temporary debts of the company, and rendered necessary, to secure the debts, the hypothecation of a large amount of the company's mortgage bonds. To prevent sacrifices of the securities thus pledged, it became necessary to allow the January interest on the 300 first mortgage bonds to go unpaid. The interest on the general mortgage bonds of the company has also, by agreement with a large majority of the owners of said bonds, been postponed until the debts secured by hypothecation of bonds shall be paid, when the back interest, as far as bonds available will go, will be paid on bonds thus deemed.

Owing to the continued depression of business consequent upon the troubled state of the country, the company will not be able to pay the interest on the first mortgage bonds as the same become due. The interest has, by the aid of the second mortgage bond owners, always been paid, until in January last, when, from causes above alluded to, the Company were unable to pay that interest. The second mortgage bond owners say that owing to circumstances of the case $300,000 of the first mortgage bonds having been issued out of an authorized issue of one million, that some arrangement, in justice to all parties, should be made with the owners of the $300,000 first mortgage bonds sold, to fund say six of their coupons, or to surrender these alternate half-yearly coupons upon the conditions that the other three are promptly paid.

Railroads in Ohio.

AN ACT.

Further to amend "An act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852, and to regulate railroad companies.

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That it shall not be lawful for any railroad company within this State, whose road forms part of any line of railways between points common to any other line, to contract or agree with any person, or with any other railroad company or companies having a road or line of roads, or forming a part of a line of roads between the same points, not to carry freight or passengers to or from such common points, nor shall it be lawful for such company to refuse to receive or carry any freight or passengers brought to it or them to be so carried.

SEC. 2. When the railroad of any company being a trunk road, shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk railroad, the company operating such trunk road shall carry passengers and freight, and shall charge and receive only the same, and no more, for transporting passengers or freight, going to or coming from each one of one such connecting or tributary roads or line of roads, for like service rendered, as for another.

SEC. 3. Each and every railroad company in this State shall ship all freights that may come within its control by the railroad or railroads over which the same may have been ordered to be conveyed by the shipper thereof; and any railroad company whose agent or agents shall knowingly divert, or permit to be diverted, any freights that may come under his or their control, from the railroad or railroads over which the same may have been ordered to be conveyed as aforesaid, shall forfeit and pay to the railroad company or companies from which said freights have been so diverted, three times the amount received for transporting such freights, and such agent or agents shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined not more than one hundred dollars, or imprisoned in the county jail not more than thirty days, or both, at the discretion of the court: Provided that the provisions of this act shall in no way interfere with any lawful obligations heretofore entered into by any railroad company.

SEC. 4. On complaint of the violation of any of the provisions of this act, by petition as in other actions, the observance of the same may be enforced by injunction, and the party so violating said provisions, or any of them, shall be liable in damages to the person or company injured, for the injury sustained in consequence thereof.

SEC. 5. This act to take effect and be in force from and after its passage.

Passed April 11, 1861.

The Census of 1860.

We have obtained from the Census Bureau the following interesting table, giving the number of white males between the ages of eighteen and forty-five inclusive, in the States and Territories, as shown by the census of 1860:

FREE STATES.

California	76,000
Connecticut	92,000
Illinois	342,000
Indiana	270,000
Iowa	135,000
Kansas	21,000
Maine	125,000
Massachusetts	246,000
Michigan	150,000
Minnesota	32,000
New Hampshire	65,000
New Jersey	134,000
New York	778,000
Ohio	468,000
Oregon	10,000
Pennsylvania	581,000
Rhode Island	35,000
Vermont	63,000
Wisconsin	155,000
	3,778,000

BORDER SLAVE STATES.

Arkansas	65,000
Delaware	22,000
Kentucky	186,000
Maryland	120,000
Missouri	211,000
North Carolina	132,000
Tennessee	167,000
Virginia	231,000
	1,124,000

SECEDED STATES.

Alabama	105,000
Florida	16,000
Georgia	119,000
Louisiana	75,000
Mississippi	71,000
South Carolina	60,000
Texas	84,000
	531,000

TERRITORIES.

Colorado	6,000
Dacotah	1,000
Nebraska	6,000
Nevada	1,000
New Mexico	13,000
Utah	8,000
District of Columbia	14,000
	51,000

RECAPITULATION.

Free States	3,778,000
Border Slave States	1,124,000
Seceded States	531,000
Territories	51,000
Aggregate	5,484,000

Scinde (India) Railway.

This road was opened throughout on the 8th of April, being the first completed line in India.

Grand Russian Railway.

The section between Kowno and Dunaborg was opened for traffic on the 23d of April.

Ohio Canal Tolls.

The following is a statement of tolls, etc., received on the Ohio Canals for two quarters ending May 15, 1860 and 1861:

OHIO CANAL.

	1860.	1861.
Cleveland	$3,122 89	$4,459 45
Akron	2,829 45	4,872 84
Massillon	1,077 52	1,729 97
Dover	904 06	1,183 82
Roscoe	462 39	1,091 44
Dresden	1,191 97	553 23
Newark	628 79	1,480 00
Carroll	888 95	3,169 82
Columbus	1,215 50	1,237 41
Circleville	2,046 43	1,714 68
Chillicothe	3,652 68	4,009 56
Waverly	.....	2,831 65
Portsmouth	2,644 38	3,077 04
	$20,664 90	$31,110 71

MIAMI AND ERIE CANAL.

	1860.	1861.
Cincinnati	$11,950 36	$12,880 69
Hamilton	2,359 44	1,516 42
Middletown	2,697 01	4,850 38
Dayton	3,356 24	4,016 07
Piqua	5,935 07	8,422 86
St. Mary's	2,858 62	3,125 94
*Delphos	334 22	.....
*Defiance	1,480 94	.....
Maumee	2,033 10	1,573 52
Toledo	3,435 94	4,142 92
Junction	4,973 18	5,243 18
	$41,414 12	$45,771 95

* Office discontinued.

MUSKINGUM IMPROVEMENT.

	1860.	1861.
Dresden	$146 63	$282 59
Zanesville	2,472 18	6,031 23
McConnelsville	2,034 22	1,531 46
Marmar	2,400 54	2,822 50
	$7,053 57	$7,667 78

HOCKING CANAL.

	1860.	1861.
Carroll	$619 61	$886 65
Logan	4,194 42	5,137 01
	$4,814 03	$6,023 66

WALHONDING CANAL.

	1860.	1861.
Moscoe	$479 32	$639 45

RECAPITULATION.

	1860.	1861.
Ohio Canal	$20,664 90	$31,110 71
Miami and Erie Canal	41,414 12	45,771 95
Muskingum Improvement	7,053 57	7,667 78
Hocking Canal	4,814 03	6,023 66
	$74,425 94	$91,213 55
		14,425 94
Increase in 1861 over 1860		$16,787 61

Grain Trade of Buffalo.

The receipts of grain at Buffalo, for eleven years past, have been as follows:

Year.	Grain alone. Bushels.	Grain, including flour. Bushels.
1850	6,618,004	12,059,459
1851	11,449,661	17,740,781
1852	13,902,937	20,390,504
1853	11,078,741	15,956,526
1854	18,553,455	22,252,235
1855	19,788,473	24,472,278
1856	20,123,667	25,758,907
1857	15,348,930	19,578,695
1858	20,002,444	27,812,980
1859	14,229,060	21,530,722
1860	31,441,440	37,053,115
Total	185,529,812	244,460,202

Effect of War on Railroads.

In estimating the effect of war upon the railroads of the country, we should divide the country into four divisions, viz: 1. The country east of Maryland; 2. The country west of Maryland and north of the Ohio to the Mississippi; 3. The country south of the Ohio; 4. The country west of the Mississippi. Now, it is quite obvious to us that the roads in the first and last division, east of Maryland and west of the Mississippi, will scarcely be affected at all by the operation of the internal war going on. The railroads of New England, for example, are entirely engaged in local traffic, with the exception of the transportation of western produce, which is wholly carried on the Western road, or through New York. Neither of these will be sensibly affected by any warlike movements. The same is true of the roads of New York, New Jersey and Pennsylvania. The same holds true of the roads west of the Mississippi, which are engaged either in carrying produce to the ports of the Mississippi, or emigrants to the new States. They cannot be affected at all, except in the comparatively slight movement of troops. The same is true of Michigan and Wisconsin. In fact, when we come to look into the matter carefully, the effect of the present unfortunate war on the greater part of railroads will not be very great; and that effect will be chiefly confined to eight or ten States. To estimate what the real results must be in the second and third divisions mentioned above, we must ask, first, what changes in commerce are really made by the new state of things? The railroads are only affected by the changes of commerce. All the changes in the lines of commerce which can be made are confined to two classes: 1. To interruption in the ordinary lines of transportation by war movements. Here we can refer to a striking example, the Baltimore and Ohio Railroad. If the line of that road is to be occupied for a hundred miles (as it has been the last two weeks) by Virginia troops, making an unpleasant and inconvenient surveillance over its traffic, it must, of course, loose traffic largely; for commerce will seek safe routes, and passengers will not go where they are to be watched and questioned. The same is true of the Wilmington and Philadelphia, and the Harrisburg roads; and indeed of all which lie on the borders of Maryland, Virginia and Pennsylvania. Commerce is both timid and cautious, and will not go where it is to be subjected to any sort of danger or inconvenience.

2. The next change is that produced by turning, diverting the transportation of products from one direction to another. Here comes in a very great effect, to be produced by the blockade of southern ports. Heretofore a very large part of southern commerce, in fact, nearly the whole, has been carried on by vessels from New Orleans, Savannah, Charleston and Wilmington. No matter whether the cotton was shipped direct to Europe or to New York, it mostly went in vessels by sea. The railroads of Georgia, South Carolina, Alabama, Mississippi and Louisiana, derived the largest part of their profits from the transportation of cotton to seaports. So also the merchandise brought in from Europe and the North came in through the same ports. Thus, the railroads of the Cotton States derived a large part of their receipts from shipments to and from the seaports. It is true, that at the present time the greatest part of the cotton cropp has been shipped, and as to that article, it will be several months before the effect will be severely felt. On all other articles it will be felt at once. It can scarcely be possible, that the railroads of those States should not suffer severely the present year. If the blockade continues (and we presume it will while the war lasts), it is very evident that in all the States south of Tennessee, a twofold effect will be produced: 1st, to cut off and reduce commerce; and 2d, to divert it, if possible, into other channels. Where can it go? So long as the interior commerce of the country can be carried on through its natural channels, there is still an opportunity left for the transportation of whatever products are necessary to go forward from the South, or merchandise to them. Neither cotton or merchandise are contraband of war, and, we presume, would not be interrupted on any of the interior lines through Tennessee, Kentucky, or Virginia, or the Mississippi river. Hence, we think, there must of necessity be a great diversion of trade from the Southern Atlantic coast through the interior. If so, there are four great outlets for all articles not contraband of war, viz: 1. The Mississippi river, direct from New Orleans; 2. The Ohio and Mobile road, to the Mississippi and Cairo; 3. The Nashville and Louisville line; 4. The Virginia and Tennessee Valley line. These are wholly interior routes, and by them the northern cities may be reached through Kentucky, Ohio and Virginia. Here we may remark, however, that if Virginia is to keep armed troops on the outlet of her roads, the easy transportation in that direction will be much interrupted, and it will derive little advantage from the diversion of commerce. On the other hand, if Kentucky preserves a peaceful attitude, her roads must receive great benefit from this change; but since Ohio is the great doorway or outlet of all the western and southern channels of commerce this side the Alleghanies, it is hardly probable that the Ohio roads should not derive positive benefits from the present state of things.

Our conclusion from this review is, that the railroads in the cotton States, and in Maryland and Virginia, will be injured by the state of internal war; that those of Ohio and New York, Kentucky, and probably Tennessee will be benefited; while all the remainder, comprising a majority of the whole, will be but little affected. This is founded on an examination of the commercial changes actually to be produced by the existing state of things. What changes may hereafer be produced, we know not. War, from whatever cause, is a terrible evil, and very unfavorable to the pursuits of commerce. We should pray that peace and harmony be restored. —*Railroad Record.*

Smyrna and Aidin (Ottoman) Railway.

The directors have issued a supplemental report, descriptive of the present position of the undertaking and of the progress which has been made. The line is open for 27 miles from Smyrna, and trains are running regularly. It is intended to open an additional distance of four miles in the first week in May, and eight miles more in July, which will intercept the whole traffic of Aidin and of the Meander Valley. The original estimates, which showed a net profit of 12 per cent., irrespective of any passenger traffic, "have been confirmed by the highest mercantile authorities on the spot since the line was opened." The passenger traffic on the line of 27 miles now in operation has been unexpectedly favorable. The capabilities of the country for producing wheat and cotton are highly spoken of. With regard to the latter point we have received a copy of a pamphlet just published at Constantinople, entitled "Cotton in Turkey," and comprising two papers—one, "On Cotton Growing in Turkey and Syria," by Mr. William Sandgord; and the second on "Railways, Cotton, and Provincial Exhibitions in Asia Minor," by Mr. Hyde Clarke. The latter proves satisfactorily the vast superiority of railway over all other modes of communication and its peculiar suitability to this region.—*London Railway Times.*

St. Louis, Alton and Chicago Railroad.

This road and the property of every description thereto attached, was sold (under the provisions of the new organization authorized by act of the Illinois Legislature) on the 21st ult., at Springfield, Illinois, by James Robb, Esq., special Master in Chancery, under the authority of a decree of the Circuit Court of Macoupin County. The property was sold subject to incumbrances to the amount of about $6,000,000, and was purchased by the trustees of the several mortgage bondholders, for the nominal sum of $500.

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending May 17, 1861:

Passengers	$16,767 61
Freight and live stock	18.252 89
Mails and sundries	1,433 95
Total	$36,454 45
Corresponding week of last year	34,695 87
Increase	$1,758 58

The traffic receipts of the Northern Railway of Canada for the week ending May 18, were $8,724 89, an increase of $79 26 over the corresponding week of 1860.

The receipts of the Grand Trunk Railway of Canada for the week ending May 11th, 1861, were $61,982 15
Corresponding week, 1860 55,609 47
Increase $6,372 67
Tot. traffic from July 1, 1860, to date, $3,011,341 37
Corresponding period, 1859 2,512,075 64
Increase $499,265 73

Switzerland and Italy.

The treaty between these countries for carrying a railway over the Luckmanier has been concluded. Switzerland is to contribute 48,000,000f. towards the cost of construction. The treaty also stipulates that when 25,000,000f. of this amount shall have been guarantied, and 5,000,000f. actually spent on construction, the kingdom of Italy will, within four years, contribute 20,000,000f., which will not, however, bear interest. It has been further stipulated that the cost of laying the railway over that portion of the Alps between Dissents and Olivone, shall be defrayed by the kingdom of Italy. The Canton of St. Gall has already voted 5,000,000 towards the expenses.

Great Western (Ca.) Railway.

The adjourned half-yearly meeting of the shareholders in the Great Western Railway, for the half-year to 31st July, 1860, was held at the company's office, in Hamilton, on the 17th inst. The following gentlemen were unanimously elected directors:—Robert Gill, Thomas Allen, Alexander Hoyes, Frank S. Head, Thomas Faulkner, C. J. Brydges, T. Reynolds, J. Young, R. Juson, F. W. Gates, and H. C. R. Becher. A resolution was passed, declaring a dividend of three per cent. per annum for the past half-year. A resolution was also passed, confirming the present position of the loan of the Detroit and Milwaukee Railway.—*Hamilton Spectator.*

Hoosac Tunnel Shaft.

Operations are being vigorously carried forward at these works, at the present writing, the arrangements for removing the debris from the bowels of the mountain being admirably arranged, and in such a manner, that the labor is carried on with great rapidity. An "iron bucket," holding some 150 gallons, is hoisted and let down into the big hole by steam-power, and as the shaft is now completed an iron pump is being placed within it to take out the surface water, which accumulates at the rate of 15 feet in depth per day, at the bottom. The work of tunneling at the bottom of the shaft, commenced a number of days since, on the two rock faces obtained by sinking this shaft, and a number of feet progress has been made in the two headings, the one leading into the mountain, and the other towards the valley.—*Hoosac Valley Transcript.*

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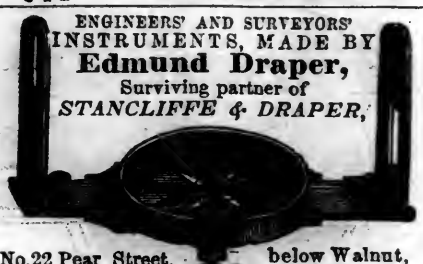
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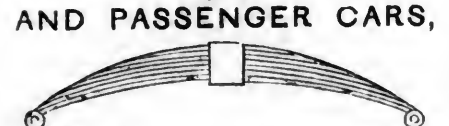
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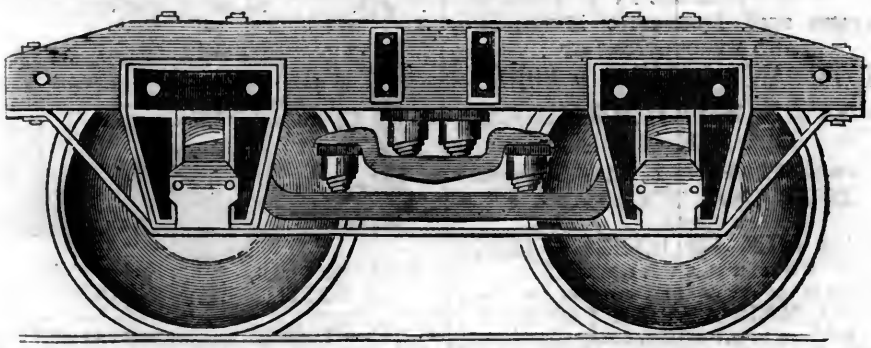
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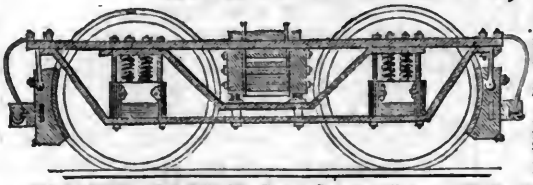
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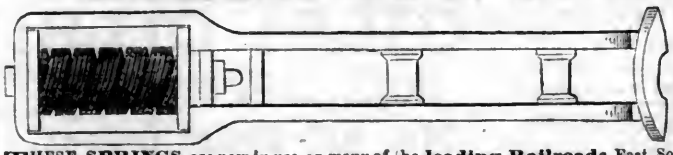
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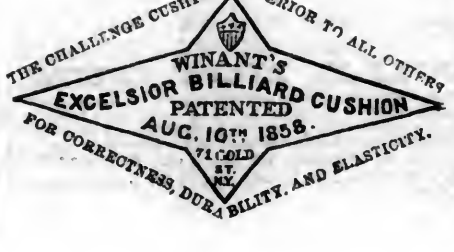
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STEAM NAVIGATION, COMMERCE, FINANCE,

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HENRY V. POOR, *Editor.*

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American Railroad Journal.

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New York, Saturday, June 8, 1861.

Shamokin Valley and Pottsville Railroad.

This company was incorporated March 25, 1858, and is successor to the Philadelphia and Sunbury Railroad Company, chartered under the title of Danville and Pottsville Railroad Company in 1826. The construction of the western portion of the road, from Sunbury to Shamokin, 19 miles, was commenced in 1830, and completed within two or three years from that time. It was used for several years for the transportation of coal; but being an imperfectly constructed work, was abandoned. The eastern portion, from Pottsville, over the Broad Mountain, in the Mahanoy Coal Field, 11 miles, was also commenced in 1830, and completed in 1832. This was also abandoned, after being in use a short time. Towards construction, the State guarantied the interest on $300,000 of the Company's 5 per cent. bonds. In 1850, an act was passed authorizing the sale of the road; and a new company was organized, under the title of Philadelphia and Sunbury Railroad Company, by which the western portion of the road was re-constructed, and an extension built to Mt. Carmel. In 1858, the property and franchise of the company were transferred to the present owners. The capital stock authorized is $1,500,000; of which $864,450 has been paid—an increase since the last report of $1,650. The funded debt amounts to $822,117 50—an increase of $270. The funded debt consists of: $700,000 1st mortgage 7 per cent. bonds, payable in 1872; $89,970 6 per cent. bonds, convertible at pleasure; and $32,147 6 per cent. bonds (funded coupons) payable in 1863—the interest upon all the bonds is payable semi-annually in Philadelphia. The length of the main line, from Sunbury to Mt. Carmel, is 28.03 miles; length of branch to the Lancaster Colliery, 1.12 miles; siding, turn-outs, etc., about 2 miles. From the report of this company for the past year we have obtained the following:

The tonnage of the road for the year ending March 31, 1861, has been of coal	222,036 tons.	
Of other articles	10,162 "	
Total	232,198 tons.	
The gross earnings for the year have been		$114,126 60
All expenses, including drawbacks		52,278 38
Net profits		$61,848 22

—showing a ratio of expenses to earnings of 45.8 per cent.

The rents from colliery were	$7,337 17	
Expenses, including taxes and insurance	3,057 10	
		4,280 07
Total profits		$66,128 29
The interest on 1st mort. bonds is	$49,000 00	
The interest on funded coupons	2,250 04	
General interest and exchange account	506 89	
		51,756 93
Showing an excess of		$14,371 36

The Board has had reason to be satisfied with the steady growth of business upon their road until the present crisis in political affairs.

The increase in amount of convertible loan ($270) is owing to the holder of $1,500, of second mortgage loan of Philadelphia and Sunbury Railroad Company, having paid in 18 per cent. of face of the bonds as was done by the other bondholders before the organization of this Company. The capital stock is increased correspondingly by 33 shares issued to the holder of these bonds in conformity with the resolutions passed April 3rd, 1858, at the stockholders' meeting.

The Board also ask authority of the stockholders to issue one hundred shares of capital stock in order to complete arrangements which they have made to compromise with judgment creditors of the old Philadelphia and Sunbury Railroad Company, and obtain possession of that part of our road which lies in Schuylkill county.

It is important to mention in this connection that the Board have had under consideration the expediency of completing our road through to Pottsville, and that the subject still engages their attention.

The Mine Hill Railroad Company in October last completed the extension of their road to Locust Gap, thus forming a connection with us at that point. The Board anticipate a considerable through business and local trade with Schuylkill county over this route as soon as arrangements can be perfected with other companies.

The road and mines are in good condition for the business of the present year.

BALANCE SHEET, April 2, 1861.

	Dr.
Railroad	$1,241,486 65
Locomotives	29,102 64
Freight, coal and passenger cars	66,782 78
Uncollected tolls	8,428 53
Coal lands	301,400 00
Coal breaker and miner's houses	60,000 00
Real state	1,604 50
Cash	7,734 51
Bills receivable	2,401 57
Eastern division of road	2,076 22
Coupon account	2,467 50
Coal rents due	742 49
Total	$1,724,227 39

	Cr.
Capital stock	$864,450 00
Mortgage bonds	700,000 00
Convertible loan	89,970 00
Interest on do.	16,148 38
Funded coupons	32,147 50
Interest on do.	194 08
Coupons on bonds	1,260 00
Bills payable	8,328 87
Check rolls for March, since paid	2,741 58
Profit and loss	8,986 98
Total	$1,724,227 39

The office of the company is in Philadelphia. The officers are:

President—JAMES S. BIDDLE.

Treasurer—JOHN L. GODDARD.

Superintendent—A. R. FISKE, Shamokin, Pa.

☞ The New York Central Railroad continues to bring down heavy supplies of cattle—nearly 3,800 head during the past week.

Vergnes' Voltaic Battery.

Professor Vergnes has invented a Voltaic Battery of extraordinary power, intensity and economy. For telegraphic purposes, where those three qualities are desirable, it surpasses any other known to science. It is a late invention, but it has been several months in use on one of the most important lines in this country where its results have been very satisfactory. Hitherto Groves' Battery has been considered the best; but it has now been demonstrated by scientific tests, as well as by its practical working, in the hands of men whose knowledge and experience qualify them to determine it, that this Battery is superior to Groves' in many respects.

First, in intensity. It is found that two of his cells will produce a current as intense as three of Groves'.

Secondly, in quantative power. Two of his cells will produce as great a quantity of magnetic power as three of Groves'.

Thirdly, in economy. The quantity of nitric acid required for a given number of his cells is only one-third of that required in Groves'.

Fourthly, in saving time. This battery can remain at least a week in constant action without interrupting the current even when refreshing the cells. Groves' battery must be taken down, changed, and put up again every day.

Fifthly, in comfort and safety while using it. The disagreeable fumes arising from all other acid batteries, so obnoxious to employees and so destructive to health, are not perceptible in his battery.

Sixthly, in the steadiness of the current; owing to the confinement of his extreme elements in an inner jar the current is steady, equal, and constant in stormy weather, while that of Groves' is jerking and uncertain. Electricians can appreciate the value of this quality.

More recently the Professor has discovered new elements to be used instead of obnoxious acids, and made other improvements in his battery which make it more powerful and render its use much more economical than while it was being subjected to the scientific tests and working for telegraphic purposes.

In electro-plating, electrotyping, and wherever *Electricity* is to be made available for the uses of man, this Battery must inevitably supersede all others known to science. It is, as philosophers say, a step onwards.

Having discovered some hitherto unknown laws of electricity, and thereupon seeing the want of the proper instruments for making those laws available, he has invented a new mode for making the helix or coil of wire to produce a more powerful magnet. His discoveries have enabled him to increase its power threefold. By means of this new helix his extraordinary battery is now profitably applied to locomotives to increase their adhesive power. Of course, it is well known that there are two powers operating upon an engine in moving a train of cars—one is the *adhesive* power caused by the dead weight on its driving wheels, the other its *propelling* power produced by its steam apparatus. The former is increased or diminished by changing the quantity of dead weight, the latter by the change in the construction of its machinery. Almost all locomotives have more steam power than adhesive power, some have 20 to 40 per cent. more; no one is made with less, generally the calculations are made for a dry level rail where the adhesive power is the greatest. Hitherto the adhesive power has been increased to some extent in emergencies by the use of sand on the rails, and for this purpose an expensive apparatus is attached to the locomotive, and the sand must be of a particular kind and considerable pains taken in its preparation.

The dead weight of the engine, with the assistance which the sand will afford, determines the quantity of freight which can be moved, having reference to the condition of the rails, whether wet by rains, dews or fogs, or made slippery by frost, or snow, and always, of course, to the grades to be overcome. Great weight and sand are both required to transport any considerable load on almost all the railways that have been made, but both are very destructive. It is not the weight of the freight or passenger cars which destroys the rails, cross-ties, embankments and bridges, but the weight of the locomotives. When the rails are in bad condition, the driving wheels are deprived of much of their adhesive power, often fifty per cent., consequently a portion of the train must be left on the way, it must run behind time, and a proportionate quantity of steam power is rendered useless. The use of sand on such occasions, while it increases the adhesive power, is more destructive than even the dead weight. It needs no argument to prove the importance of obtaining an adhesive power equal to the steam power, no matter what may be the condition of the track, without resorting to dead weight or to sand. This desirable object, *this great economy* is now obtained by the use of Professor Vergnes' Battery and Helix. Hereafter, no more weight need be employed than is required for strength, and the use of sand can be wholly dispensed with. A light locomotive can do the work of a heavy one.

It is believed that locomotives can be constructed of steel or of Howell's homogenous metal with sufficient strength, but with only about one-half of the present weight. Who can estimate the value of such an improvement to the railroad investments in this country to say nothing of other countries?

This apparatus can be applied to almost all of the existing locomotives whereby they can be made as efficient when the rails are in a bad condition as when dry; in other words, the adhesive power may now be made equal to the propelling power under all circumstances. No alteration need be made. Herein is one of its advantages. The cost of the apparatus is but trifling compared with it is value, and it can be affixed without inconvenience, while the locomotive is being cleaned, or is undergoing some slight repairs. It is supposed that by means of this improvement the efficiency of the existing locomotives may be increased at least fifty per cent., that is, two locomotives may be enabled to perform the task of three—all the difficulties and breakages arising from the extraordinary slipping of the wheels in bad weather as well as in good, are by this improvement avoided, and the facilities for overcoming heavy grades are greatly increased. It is estimated that the ordinary slipping of the wheels in the due course of business is twenty per cent. which is so much waste of power. But the extensive breaking of the locomotives and the loss of time in the running of trains, occasioned by the extraordinary slipping are what constitute so great an item to be deducted annually from the profits of the stockholders of railways. The moment the wheels begin to slip, the steam must be shut off instantly by the engine-man, or the crank-pin or parallel rod, the connecting rod or the cross-head will break, and often the axles give way, so that the wheels come off. The repairs that follow these accidents usually cost from $300 to $500. It often happens that one-third of the locomotives are in the shops at one time undergoing repairs, from this cause alone.

Now all these difficulties can be obviated by affixing this apparatus to each locomotive. Besides it renders the train much more safe and less liable to run off the track as the magnetic force tends to keep the locomotive on the rails.

The battery is composed of several cells, each in a portable form with the liquid secured by well adjusted stoppers, is placed in a small box on the front of the engine over the cow-catcher quite out of the way of anything else. The helices are placed in iron boxes which are supported by the frame work of the locomotive about three inches above the rail and around the periphery of each driving wheel without touching them. The wheels revolve within. Wires connect the battery with the helices. The whole apparatus when thus annexed is painted and guilded like the locomotive and is ornamental rather than otherwise. It is estimated that the cost of using the battery does not exceed the cost of the sand heretofore required. The improvement is yet in its infancy, but enough has already been seen of its working to warrant the assertion that another great economy has been discovered for the benefit of stockholders in railroads. *

Massachusetts Manufacturing Dividends.

We extract the following interesting business items from the Boston *Commercial Bulletin* of the 18th ult.:—

The Lowell Machine Shop has declared an annual dividend of eight per cent., payable 27th inst. Commenced in 1855—make cotton machinery, locomotives, &c.—capital of $600,000, all paid in—liabilities, March 21st, $223,686.

The James Steam Mills, Newburyport, have declared a semi-annual dividend of five per cent., payable 20th inst. Commenced in 1842—sheetings and shirtings—capital $250,000.

The Globe Steam Mills, Newburyport, have declared a semi-annual dividend of three per cent., payable from 13th inst. Commenced in 1844—make jeans, flannels, printing cloths, &c.—capital, $200,000. At the annual meeting of the stockholders of the corporation, 13th inst., Mr. Alexander D. Brown was elected treasurer in the place of John Porter, Esq., who resigned after a service of 17 years. He leaves a good successor in Mr. Brown, who has been employed at the Bartlett and Globe Mills for 22 years.

The Fibrilia Felting Company, organized under the general laws, have issued their legal notice, from which we condense the following:—This corporation is formed to carry on the business of manufacturing flax, hemp, jute, China grass, silk, wool, cotton, and like fibrous substances in the various forms of manufacture necessary for yarns, cloth and felt as well as the bleaching and coloring the same. The capital stock is $10,000, which has been paid in and has been expended in the purchase of machinery, patent rights, &c., for carrying on the business. The par value of each share is $100, and the business is carried on in

Winchester, Middlesex county. Stephen M. Allen is President, Geo. L. Fall is Treasurer; and they, with S. P. White, are the directors.

The Suffolk Lead Works, South Boston, commenced in 1844—make sugar of lead, chemicals, &c. Their capital is $100,000 paid in, and their total liabilities on 30th ult. were $61,310.

Cotton and the Cotton Manufacture.

(Continued from p. 411.)

The following table shows the quantity of raw cotton exported from the United States since 1791, and the price per pound in cents:

	Quantity. lbs.	Price in cents.	Total value.
1791....	189,316	.....	.....
1792....	138,328	.....	.....
1793....	487,600	.....	.....
1794....	1,601,700	.....	.....
1795....	6,276,300	.....	.....
1796....	6,106,629	.....	.....
1797....	3,788,429	.....	.....
1798....	9,360,005	.....	.....
1799....	9,532,263	.....	.....
1800....	17,789,803	.....	.....
1801....	20,911,201	.....	.....
1802....	27,501,075	.....	.....
1803....	41,105,623	18.9	$7,920,000
1804....	38,118,041	19.0	7,406,110
1805....	40,383,491	23.0	9,445,000
1806....	37,491,282	33.2	8,332,000
1807....	66,212,737	21.5	14,232,000
1808....	12,064,366	18.5	2,221,000
1809....	53,210,225	14.1	8,515,000
1810....	93,874,201	16.0	15,108,000
1811....	62,186,081	15.5	9,652,000
1812....	28,952,544	10.6	3,080,000
1813....	19,399,911	11.9	2,324,000
1814....	17,806,479	14.9	2,683,000
1815....	82,998,647	21.1	17,529,000
1816....	81,747,116	39.4	24,106,000
1817....	85,649,328	23.6	22,628,000
1818....	92,471,178	33.8	31,332,000
1819....	87,997,045	23.9	21,082,000
1820....	127,860,152	17.4	22,309,000
1821....	124,893,305	16.2	20,157,484
1822....	144,675,095	16.6	24,035,058
1823....	173,723,270	11.8	20,445,520
1824....	142,369,663	15.4	21,947,401
1825....	176,439,907	20.9	36,346,649
1826....	204,535,415	17.2	35,025,214
1827....	294,310,115	10.0	29,359,545
1828....	310,590,463	10.7	22,487,229
1829....	264,837,186	10.0	26,574,311
1830....	298,469,102	9.9	29,674,883
1831....	276,979,784	9.1	25,289,492
1832....	322,215,122	9.8	31,724,682
1833....	324,698,604	11.1	36,191,102
1834....	384,717,907	12.8	49,448,402
1835....	387,458,992	18.8	64,961,302
1836....	423,571,307	16.8	71,284,925
1837....	444,251,537	14.2	63,240,102
1838....	592,902,297	10.3	61,556,811
1839....	413,674,212	14.8	61,238,982
1840....	743,941,061	8.5	63,870,307
1841....	530,204,100	10.2	54,330,341
1842....	584,717,017	8.1	47,593,464
2843....	792,297,106	6.2	49,119,806
1844....	663,633,455	8.1	55,063,501
1845....	872,896,996	5.92	51,739,643
1846....	547,558,055	7.81	42,767,341
1847....	527,219,958	13.34	53,415,818
1848....	814,274,431	7.61	61,998,294
1849....	1,026,602,269	6.4	66,396,967
1850....	635,481,604	11.3	71,984,616
1851....	927,237,089	12.11	112,315,217
1852....	1,093,230,639	8.05	87,965,732
1853....	1,111,570,370	9.85	109,456,404
1845....	987,833,106	9.47	93,596,220
1855....	1,008,424,601	8.74	88,143,844
1856....	1,351,431,701	9.49	128,382,351
1857....	1,048,282,475	12.55	131,575,859
1858....	1,118,624,012	11.80	131,386,661
1859....	1,372,755,000	12.12	161,424,923
1860....	1,752,087,000	10.85	191,806,558

The following table gives the place of export of cotton, and the quantities and values, for the year ending June 30, 1860:

	Export of cotton in pounds.	Value.
Passamaquoddy.....	575	$47
Boston.....	3,102,755	384,940
Genessee.....	3,130	300
Oswego	11,855	1,435
Niagara	163,900	16,220
Detroit.....	1,201,204	120,120
New York.....	97,746,662	12,439,983
Philadelphia.....	145,993	17,034
Baltimore	100,910	11,944
Richmond.....	345,691	41,483
Norfolk	126,000	14,483
Petersburg.....	757,840	82,007
Charleston	157,348,683	19,663,295
Savannah.....	153,864,457	17,809,127
Mobile	351,540,748	38,533,042
Pensacola.....	9,000	1,064
Key West.....	2,338,800	401,919
Apalachicola.....	2,427,570	271,937
New Orleans.....	922,748,082	96,166,118
Texas.....	56,255,306	5,744,981
Salmier	847,773	84,776
Total	1,752,087,640	$191,806,558

Average price per pound 10.85 cents.

The following table shows the official value of cotton goods and yarns exported from the United Kingdom since 1785. Prior to 1800, the table applies only to Great Britain; after that, to all the British Isles:

1785.....	£864,710	1822.....	£26,911,041
1786.....	915,046	1823.....	26,544,770
1787.....	1,101,457	1824.....	30,155,901
1788.....	1,252,240	1825.....	29,495,281
1789.....	1,231,537	1826.....	25,194.270
1790.....	1,662,369	1827.....	33,182,898
1791.....	1,875,046	1828.....	33,467,417
1792.....	2,024,368	1829.....	37,269,482
1793.....	1,733,807	1830.....	41,307,429
1794.....	2,376,077	1831.....	39,577,866
1795.....	2,433,331	1832.....	43,032,993
1796.....	3,214,020	1833.....	46,412,420
1797.....	2,580,568	1834.....	51,080,273
1798.....	3,602,488	1835.....	52,315,780
1799.....	5,808,009	1836.....	58,578,421
1800.....	5,854,057	1837.....	51,130,290
1801.....	7,050,809	1838.....	64,812,529
1802.....	7,624,505	1839.....	67,892,675
1803.....	7,081,641	1840.....	73,129,192
1804.....	8,736,772	1841.....	69,779,270
1805.....	9,525,465	1842.....	68,687,872
1806.....	10,490,049	1843.....	82,189,599
1807.....	10,309,765	1844.....	91,039,575
1808.....	12,975,996	1845.....	93,665,834
1809.....	19,445,966	1846.....	95,385,819
1810.....	18,951,994	1847.....	82,237,190
1811.....	12,013,149	1848.....	93,185,103
1812.....	16,517,690	1849.....	112,416,294
1813	*	1850.....	113,775,380
1814.....	17,655,378	1851.....	126,366,489
1815.....	22,289,645	1852.....	125,040,858
1816.....	17,564,461	1853.....	131,710,646
1817.....	21,259,224	1854.....	136,164,974
1818.....	22,589,130	1855.....	153,711,478
1819.....	18,282,292	1856.....	163,922,118
1820.....	22,532,079	1857.....	159,088,484
1821.....	23,541,615	1858.....	182,221,181

* Records destroyed by fire.

This *official value* is determined by government rules, established many years since, giving a uniform valuation from year to year at certain fixed rates. This valuation runs ordinarily much above the true market value, but shows with entire accuracy the progress of the cotton manufacture in the British Isles.

The *declared value*, a term often used in the English papers, is the export price returned by the exporter.

In 1850, the import of raw cotton into England was 663,576,861 lbs. valued at £20,239,094. Home consumption, 588,100,020 lbs. valued at £17,937,100. The quantity exported after manufacturing was 401,070,112 lbs., valued at £28,257,401; the home trade took 187,029,888 lbs. valued at £17,569,591—showing a total valuation of £45,826,992 sterling as the amount of the British cotton manufacture in 1850.

In 1859, the gross importation in the official tables is put down at 1,225,989,072 lbs. valued at £34,559,636. The home manufacture took 976,643,000 lbs. valued at £27,530,774. The quantity exported in the form of manufactures was 717,916,867 lbs. valued at £18,208,444 sterling. The home consumption in manufactures was 258,726,133 lbs. valued at £23,164,770 sterling—showing a total valuation of £71,373,214 sterling or $345,446,355 as the products of the cotton manufacture in 1859.

The *official* value of the cotton exports in 1850 is put down at £113,775,380 against £28,257,401 as the computed or invoice valuation. In 1859, the official value is £215,020,993 against £48,208,444 as the declared or invoice price. The discrepancies are explained by the singular methods of valuation still retained in the Custom House system of England.

From the foregoing figures it is fair to infer, that the export price, as given in the invoice of the exporting merchant is rather a fictitious than a true valuation. The 258,726,133 lbs. of cotton goods consumed at home are valued at £23,164,770 or 43.51 cents per lb. The export price of the 717,916,867 lbs. of cotton sent to foreign countries, as appears from the foregoing figures, was only 32.63 cents per lb.

If we analyse more closely the tables and figures above given, we shall be able to arrive at some interesting comparisons as to the advancement of the cotton manufacture in the United States and in the British Isles.

From the above figures it is shown that the price of raw cotton exported from the United States was 12.12 cents per lb. in 1859, and 10.85 cents in 1860. In 1859, its price in England was 13.64 cents, or 1.52 cents per lb. higher than in the United States. Its entire value in the shape of manufactures in 1859 was 35.29 cents. per lb. The cost of manufacture is 21.65 cents per lb. above the market value in England or 23.17 cents per lb. above its cost in the United States. Or in other words, to the cost of cotton in the United States, the English manufacturer adds 23.17 cents to every pound, before it goes into market; or 198 per cent. is added in the form of labor, to its original value.

The cotton consumed, in the British Isles, in 1859, was enhanced by the manufacture from 13.64 cents per lb. to 43.51 cents per lb., or there was added by labor 29.87 cents in value to each pound of cotton, above the cost of the raw material, of their exported cottons. The relative values of the cotton and labor were as 13.64 cents for the cost of cotton to 18.99 per lb. for the labor bestowed in its manufacture.

This would also show, that the average value, or price, of the cotton employed in the manufacture of cotton goods, consumed in the British Isles is 22 per cent. greater than that in those consumed abroad—the proportion being as 61 to 39.

In the United States, the material is more than half the value of the goods when manufactured. In 1850, the cotton manufactures in the United States were valued at $65,501,687. Of this amount $37,778,064 was the cost of cotton, $27,723,623 the value of the labor added. Or stated in relative proportions, 57 per cent. of the value of our cotton goods was, in 1850, raw material, and 43 per cent. the value of the labor bestowed on its manufacture.

These figures show, that English cottons are worth per lb., when manufactured, 212 per cent. more than those produced in the United States, in 1850.

We have no returns of the census of 1860, but we have shown, heretofore, that the quantity of cotton consumed in 1860, was 72 per cent. greater than in 1850, and there cannot have been any considerable advance in the quality of the goods produced in the United States within the last ten years.

The consumption of cotton manufactures in the United States, in 1850, was equal to $2.83 to each inhabitant, including slaves. This is shown by adding to the home production of 1850 .. $65,601,687
Cotton importation 16,409,802

$81,911,489
Deduct cottons exported 15,196,451

Population—23,196,876×$2.83 ..... $66,715,038

The consumption of cotton goods in 1860 is increased to $3.49 to each person as follows:

Production in 1850 ..... $65,501,687
Add 72 per cent. for increase 47,061,214

$112,562,901
Importations in 1860 32,559,644

$145,121,024
Deduct exports in 1860 35,455,644

Pop. in 1860—31,429,896×$3.49 .... $109,666,281

In 1859, the consumption of cotton goods in British Isles was equal to $4.00 to each person estimating the population at 28,150,000 persons as is shown by the foregoing figures. Consumption 258,726,133 lbs.; value $112,580,782 equal to $4.00 each to the population.

(To be continued.)

Illinois Central Railroad.

An election of four directors of the Illinois Central Railroad Company was held at Chicago, on the 31st ult., at which the following gentlemen were chosen: Leroy M. Riley, New York; Franklin Haven, Boston; N. P. Banks, Chicago; John M. Douglas, Chicago. Mr. Douglas is the only new man in the Board.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide water by our State Canals from the commencement of navigation to the 29th of May inclusive, during the years 1860 and 1861, is as follows:

	1861.	1860.	Decrease.
Flour, bbls.	80,600	159,000	73,400
Wheat, bush...	3,043,100	877,200	*2,165,900
Corn, bush.	2,000,200	2,415,000	414,800
Barley, bush. .	84,400	74,400	10,000

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a gain of 354,780 bbls. of flour.

American Steel Cannon.

The vital qualities necessary in cannon metals are *strength* to resist the explosion of the charge, and *hardness* to endure the bounding of the projectile along the bore, and in case of the rifle bore, to resist the excessive wear of the projectile in the grooves. All the metals employed have their defects. Cast iron is quite tenacious, if a sufficient weight is employed, and tolerably hard, but its comparative elasticity, (an important element of strength) is so small that its tenacity is invariably destroyed after a certain number of applications of the straining force. The difficulty of obtaining sound castings, by reason of the unequal shrinkage of the metal, is unfavorable—so much so that the strongest "high" iron, by its superior contraction, does not, as a rule, make so strong a *gun* as a metal in itself weaker. The great weight of cast-iron, for a given strength, has confined its use generally to heavy cannon for siege and sea-coast purposes. Bronze—a more tenacious compound—is prepared for portable guns, and this, in turn, has its serious defects. Its density (an element of strength in cannon metals) and tenacity are considerable, but its softness unfits it, for reasons already stated, for long service, particularly when rifled. And its cost is considerably greater than that of cast or wrought iron, or semi-steel—that is, steel made directly from the pig iron. Wrought iron has a tensile strength double that of the best cast iron, and is much more elastic, but somewhat softer. Authorities generally unite in stating that it was, when most in use, an improvement on cast iron, but the difficulty of producing large masses sound and homogeneous, has prevented its extensive introduction. The celebrated Armstrong gun, and other modern "built-up" cannon are, perhaps, more durable, and certainly stronger than any solid piece can be made, owing to the difficulty of forging or casting large masses of uniform strength, in the present state of the art; but it is generally conceded that the same expense devoted to a large number of cheaper guns will be more effective in the long run.

Steel possesses, in a higher degree than any other compound, the leading qualities required for cannon. It is tenacious, elastic, and hard, in a much greater degree than either of the other materials. There are two principal kinds of steel adapted to making cannon, which indeed vary in value, with reference to the sizes and uses required. Cast-steel is practically homogeneous in small masses, and for this reason is superior for cutlery, the fire-plates of boilers, etc. In the latter case, not strength to resist pressure, but soundness to resist blistering are required. But it can be more soundly worked in very large masses than steel made directly from the pig iron in the puddling furnace, and called semi or puddling steel, while its tensile strength and hardness are little if at all greater. Semi-steel, then, is probably as good a material for guns as cast-steel, instrinsically, while its cost is very much less—about that of wrought iron, and less than that of bronze. In the present state of the art, it is not probable that the largest classes of cannon can be well made *solid* from steel, by reason of the difficulty before mentioned, of making such masses sound. This defect, however, does not apply to light artillery and howitzers. Forgings for such pieces can be made sound enough for all practical purposes. Indeed, the Albany Iron Works'* semi-steel has been invariably proved sound enough in such large forgings as locomotive tyres. The experience with it, under this peculiarly severe test, shows it to wear twice as long as iron, and to wear evenly, and not to fracture under its severe hammering over bad roads, like iron—while the smaller masses, such as boiler-plate, are not so uniformly homogeneous. There seems to be greater facility in making moderately heavy forgings in steel than in wrought iron. Tools for working heavy masses, also, have been greatly improved during the last year or two, and it is probable that all sorts of wrought cannon made by them would be far superior to those made under the light hammers and rolls of the last decade.

The public is aware that this semi or puddled steel, is being made into light guns, in England and Germany; and the question is generally asked, "Why are we not importing such guns?" The question should be: Why are we not developing our own greater resources, and preparing to turn out any quantity of better guns at home, rather than depending for a limited supply from an unfriendly Power?

The Albany Iron Works' steel is, in the first place, made chiefly from Salisbury iron, a more tenacious material than England can produce, as their own authorities concede. The steel, by Government tests, has stood a strain of 107,000 pounds to the square inch, and averages between 90,000 and 100,000, which is higher than the average of the best European puddled steel. The highest test of cast iron, by the way, is 45,000 pounds, and its average is about 25,000; the highest test of wrought iron is about 72,000 pounds, and the highest of bronze, 60,000 pounds. The Albany Iron Works' steel has not only proved more successful here than the English there, but it can be furnished in any quantity, in the shape of guns, to our Government, at a less cost, all things considered, than that of foreign steel. If therefore, there is any virtue in steel cannon, there is every reason why they should be furnished at home. We learn that this steel, already tested and approved by Government for other purposes, will be offered to our military authorities for thorough trial in this department of service. We have no fear as to the result, only let our manufacturers have the chance—the guarantee that their work, if good, will be bought in preference to English work, and we shall be able to cope with any trans-Atlantic Power in the arts of peace, and in the arts of war, if it comes to that. Already the best rifled shells and shot known are produced at home. Artillery, to be effective, must be light; cast-iron is too heavy, bronze is too expensive, and not durable; while steel, at the cost of iron, seems to be the only material upon which we can depend to throw these shells and shot of ours. By all means, let this question be tested at once. The necessity for plenty of artillery is rendered no less imperative by the present aspect of trans-Atlantic matters. Everything may depend on being ready. —*N. Y. Times.*

The Suez Canal.

Letters from Paris state that M. Lesseps, the director of the grand enterprise of opening a ship canal across the Isthmus of Suez, has returned from Egypt to raise additional funds for the prosecution of his great work. According to latest accounts, $4,000,000 have been already expended without adequate results, as a very important dyke, on the Mediterranean side, has been washed away by the action of the waves.

Population of Canada.

The population of Canada in January, 1861, by the new census, as reported in the Quebec *Chronicle*, is as follows:

Lower Canada 1,103,911
Upper Canada 1,369,733
2,473,644

In 1851, the census gave—
Lower Canada 890,261
Upper Cahada 952,004
1,842,265

Increase in 10 years 631,379

Of this increase, 213,650 is in Lower Canada, and 417,729 in Upper Canada. Lower Canada gained at the rate of 22 per cent.; Upper Canada at the rate of 43 per cent. United Canada has gained at the rate of 34 per cent., from 1851 to 1861. This is less than the increase in the United States for the last 10 years, where the ratio of increase from 1850 to 1860 was at the rate of 36.7 per cent., or two per cent. greater than that of Canada.

* Corning, Winslow & Co., Troy, N. Y.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of share.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,652	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	----
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	----
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,035	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Nangatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	----
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	----
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	----
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	----	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	.....	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	----
31 Oct. '59	16.2	—	----	—	...	...	.....	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	----
								FLORIDA.													
.. .. '59	154.2	—	----	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	----
.. .. '59	26.5	3.9	----	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	----	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '59	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	90
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,863	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	----
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,000	8,701,823	210.0	.....	1,233,708	453,141	----	55
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	354,656	139,822	—	----
Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	33½
10 Nov. '58	33.2	—	----	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,505	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	----	57½
.. .. '57	175.0	—	----	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. ..	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
.. .. ..	46.6	—	----	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	----
.. .. ..	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. '58	186.0	—	----	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '58	100.0	—	----	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
.. .. ..	1.0	—	----	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.													
.. .. ..	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
.. .. ..	29.0	—	----	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	----
31 Aug. '57	78.0	—	----	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,326	—	----
.. .. '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	----
31 Dec. '60	86.0	49.0	----	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
.. .. '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	----
.. .. '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	389,084	.....	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	----
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '58	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	----
.. .. '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	----
.. .. '58	13.0	—	----	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	----
.. '59	18.8	—	----	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
.. .. ..	22.0	—	----	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
.. .. ..	27.0	—	----	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	----
31 Aug. '60	53.7	—	----	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	35
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	12½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	107
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	719,234	367,083	2	64
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	—	297,096	153,154	8	85
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	96,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	—
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,306	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,900	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	11½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	11½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
-- --	'59	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	.....
-- --	'59	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	.....
-- --	'59	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	—	—	—	—	—	.....
-- --	'59	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	.....
-- --	'59	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	.....	—	—	—	—	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	86.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,802	128,386	12.0	—	—	—	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	--	—	—	.....	—	—	—	*Platte County*	.....	—	—	.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	38,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	102½
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,022,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	—
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
3 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r. by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	33½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '60	84.0	2.5	10.1	8.0	18	87	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	—	97.5	—	'343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	72½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	22
30 Sep. '60	138.0	2.1	29.6	—	33	93	676	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,769	119,666	64,753	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r.by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r.by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b.Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	562,994	154,752	3	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	185.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	91
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	21½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	30.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,650	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,961,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,116,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,230,030	18,794,721	192.3	—	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,987	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	4,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	66
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b.Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	505,857	503,660	6	52½
30 Nov. '59	24.6	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	3,312,546	856,597	—	31½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	....	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,236,597	471,712	6½	32½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct.,'60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Nov.'59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	----	1,321,847	33.0	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	----	----	—	----
30 Nov.'59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	55,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
31 Mar. '59	78.0	—	----	—	----	----	----	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	----	----	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug.'58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov.'58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	845,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug.'58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	88,183	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	----	----	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859.	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov.'60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859.	----	----	----	----	----	----	----	Nashville and Northwestern	----	----	----	----	----	----	----	----	----	----	----	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	----	----	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	----	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	----	275-000	240,000	171,563	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Honston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	----	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May,'60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----	----	90.7	122,200	187,646	64,619	—	----
31 Aug.'60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug.'60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	150,318	30,288	—	----
31 Aug.'60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug.'60	47.0	—	2.8	—	----	----	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	----	1,380,695	ope	r. by Vt.	Central	----	—	90
31 Aug.'60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug.'60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug.'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,628	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	----	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	12
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----	213,964	31,045	—	----
-- -- '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	----	----	----	----	----	81.0	166,245	----	----	—	----
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	----	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	----	357.0	1,360,900	----	----	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	----	----	----	----	----	24.0	37,081	----	----	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----	96.5	254,530	----	----	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	----	----	----	----	----	54.0	89,222	----	----	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----	----	----	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	---
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	----	----	----	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	----	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
Dec '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----	1,550,873	1,936,131	12	105

New York Stock Exchange.

Sale Prices for the week ending June 5, 1861.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1874		79	78½	78	78	----
U. S. 6s, 1881	86½	----	86½	84½	87½	84½
STATE STOCKS:—						
California 7s	75½	----	----	75	76½	76½
Georgia 6s		----	----	----	----	55
Illinois 6s		----	----	----	----	----
Indiana 5s		----	----	80	80	----
" 2½s		----	----	----	----	----
Kentucky 6s		----	----	----	----	----
Louisiana 6s		----	54	55	52	55
Maryland 6s		----	----	----	----	----
Michigan 6s		----	----	----	----	----
Minnesota 8s		----	----	----	----	----
Missouri 6s	40½	40	40	40	40	40
New York 5s, 1870		----	----	----	----	----
" 7s, 1864		----	----	----	----	----
North Carolina 6s	55½	54	52½	52	50	51
Ohio 6s, 1886		----	----	----	----	96
Tennessee 6s, 1890	41	40	41	40	40	40½
Virginia 6s	43½	45	45½	45½	44½	46
RAILROAD SHARES:—						
Chicago, Burl. and Q.	56	55	55	57	55	55
Chicago and Rock Isl.	34	34½	35½	34½	34½	33½
Chicago and N. West.		----	----	----	----	----
Clev., Painesv. & Asht.		----	----	----	----	----
Clev. and Pittsburg		----	----	----	----	----
Clev. and Toledo	22½	23	23½	23	22	21½
Del., Lack. and West.		----	----	----	----	----
Galena and Chicago	57½	58	57½	57½	58½	57½
Hudson River	34	35	34½	34	34	33½
Illinois Central (scrip)	70	70	68½	68½	69	66
Indianapolis and Cinc.		----	----	----	----	----
Michigan Central	42	42	42	42	42	41½
M. S. and N. I. guar'd,	27	28	28	26½	26	25
M. S. and N. I.	12	12	11½	11½	11	11½
Mil. and P. du Chien		12	----	----	----	----
New Jersey Central	102	----	----	----	----	----
New York Central	72½	72½	72	72½	72½	72½
New York and Erie	22	23½	23	23	23	22
N. York and Harlem	11	11	10½	10½	11	10½
N. Y. and H. "pref."	26	25	25½	25½	25½	25
Panama	104	105	102	105½	104	105
Phila. and Reading	31½	31½	31½	32	31½	31½
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.		----	----	----	----	----
Chic. and N. W. 1st M.		----	----	----	35	----
" " 2d M.		----	----	----	----	----
" " S. F.		----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85		----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	97½	----	----	----	96	----
" 2M. 8p.c. '81		----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63		----	97½	----	----	----
" 2M. 8p.c. '75		----	----	----	----	----
Hann. & St. J. 1 M. 8s		----	----	----	----	----
Hudson R. 1M. 7p.c. '69		----	----	107	----	----
" 2M. 7p.c. '60		----	----	----	----	----
" 3M. 7p.c. '75		----	80	79	79	----
Illinois Centr. 7 p.c. '75	90	90½	91	92	91½	90½
" " 6p.c. '75	90	90½	91	92	91½	90½
L. Erie & Wab. 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
Mich. Cen. S. F. 8p.c. '82	94	----	----	93½	----	----
" conv. 8p.c. '69		----	----	----	----	----
Mich. Southern 1st M.		----	----	----	----	----
" " 2d M.		----	----	----	----	----
" " S. F.		----	71	----	72	----
M. S. & N. I. 1 M. S. F.		----	----	----	----	----
" 2 M. 8p.c. '77		----	----	----	----	----
Northern Ind. 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
N. J. Central 1st M.		----	----	----	----	----
N. Y. C. 6p.c. certif. '83		----	----	----	----	----
" 1 M. 7 p.c. '64		----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67		----	----	----	----	102
" 2 M. 7 p.c. '64		98	----	97½	----	----
" 3 M. 7 p.c. '83		----	85	----	83	----
" 4 M. 7 p.c. '80	82	----	----	----	----	----
" 5 M. 7 p.c. '83		----	----	----	----	----
" conv. 7p.c. '62		----	----	----	----	----
" " 7p.c. '71		----	----	52	----	52
" S. F. '75		----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73		----	----	----	97	----
" 2 M. 7p.c. '64		----	----	----	98	----
" 3 M. 7p.c. '67		----	----	----	----	----
Penn. 1M. 7p.c. conv. '88		----	----	----	----	----
" 2 M. 6 p.c. st'g '75		----	----	----	----	----
Ph. and Read. 6 p.c. '60		----	----	----	----	----
" " 6 p.c. '70		----	----	----	----	----
T. H. and A. 1M. 8s '72		----	----	----	----	----
" " 2M. 8s '70		----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	79	----	79	----	78	78
America, Bank of		----	----	----	----	----
Commerce, Bank of	79½	79½	79½	79	79	79½
Merchants' Exch. B'k		----	----	----	----	----
Mercantile (Mar.) Ins.		----	----	----	----	----
Commonwealth Bank		----	----	----	----	----
Metropolitan Bank		----	----	----	83	----
MINING STOCK:—						
Pittsburg		----	----	----	----	40
Rockland		----	----	----	----	12
Minnesota		----	----	----	----	60
Isle Royale		----	----	----	----	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	83½	----	----	83½	83	----
Cumberland Coal Co.		----	----	----	----	----
Penn'a Coal Co.		----	----	----	----	77½
Pacific Mail S. S. Co.		64	64½	64	64	----
Canton	5	----	----	----	----	----
Brooklyn Water W's		----	----	----	----	----

The following are the closing prices in the London Market on the 15th May:

United States 5 p. c. red. '74	75	to	80
Illinois Central 6 p. c. red. 1875	85	to	90
Do. 7 p. c. red. 1875	85	to	88
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	64	to	66
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	84	to	85
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	65	to	70
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	81	to	83
Do. 7 per cent. 1864	89	to	91
Do. 7 per cent. (sinking f.) 1876.	90	to	94
Do. $100 shares	64	to	66
New York and Erie 1st mortgage 7 per cent. 1867	90	to	92
Do. 2d mortgage, 1859	85	to	90
Do. 3d do. 1883, assented	75	to	80
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	82	to	86
Do. 2d mort. 6 per cent. sterling	82	to	86
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, June 8, 1861.

Money and Business.

The London correspondent of the N. Y. *Commercial Advertiser* "SPECTATOR," well known as one of the Editors of the London *Times*, in his letter of May 18th, says:

"All that can be said is, that of the phenomenon of a country importing bullion at the rate of four or five million dollars a week, while civil war is raging from one end of it to the other, is to continue permanent, stock speculators in every land now at peace will become advocates for an immediate commencement of hostilities, no matter in what quarter, so long as it is likely to produce such an agreeable result. To ordinary minds, even after making every allowance for the abundance of your supplies of grain and the need of Europe in that respect, the magnitude of our gold exports to New York within the past few days appears so anomalous that great surprise will be felt if it be not followed by a reaction.

The fact above stated, of the constant import of gold from England, to the United States, is the best comment we can make on the favorable condition of our business relations with foreign countries. Notwithstanding the war, our nation is growing, in wealth and power.

The war it is true, changes the direction of business, and prostrates commercial credit for the time, but it destroys nothing in the shape of wealth, except to the extent of the actual destruction of existing property. It exposes most fully the evils of our commercial system, founded too largely on credit. The system we borrowed from England, and the war will prove a blessing if it only absolves us from the errors contracted by our too great intimacy with British credit. The policy of England is to buy raw materials, cheap for cash, convert these materials into manufactures, and sell these manufactures, on credit, all over the world. The manufacturers of the British Isles pay from 2 to 3 per cent. per annum for the use of capital; those of the United States, under our system of currency, pay on an average more than four times the price of money in England. Her cheap capital goes all over the world, seizing hold of all the more valuable products, mines and raw materials of every land, which are transported to England in a crude state, and turned into the home workshops. Hence they re-issue, vastly enhanced in value, to absorb the wealth of other nations. The cotton of India is taken up by British capitalists, transported half the circumference of the globe to the mills of Glasgow or Manchester, converted into fabrics, re-shipped to their place of export, and sold to the lords of the soil, cheaper than these last can produce them with their own rude machinery, and the price of labor merely nominal. In the same way are take up the cotton of the Southern States, the wool of Brazil, and raw silks of China and Hindostan, and returned, wrought into every variety of fabric and costume. These goods are exchanged for raw materials, or sold on credit and the slightest disturbance of trade causes at once a flow of specie to London, as the centre of the commercial system of the world, unless there is a demand for food or raw materials, to meet this indebtedness, as in the present year, from the short bread crops of 1860.

Fortunately for us, for the first time in our history, we are able to continue to pay for a series of years, without a resort to the export of specie The surprise of the London correspondent above quoted is real and not feigned. For the year ending June 30, 1860, the United States exported $56,946,851 in specie and bullion, making with other domestic produce $373,189,274 of exports and $26,933,022 of foreign merchandise re-exported or $400,122,296 of gross exports against $356,789,462 in the previous year. The total imports in 1859 were $338,768,130, and $362,163,941 in 1860.

The import entries of foreign merchandise from July 1, 1860, to 30th April, 1861, into New York amounted to $171,600.000
Add three weeks in May 8,153,802

Total to date $179,753,802
Against same time, 1860 208,259,567

Decrease since 1st July $28,505,765

The export clearances of domestic produce and miscellaneous goods (including foreign articles re-exported,) from 1st July, 1860, to 30th April, 1861 ..... $102,561,000
Add three weeks in May 6,813,571

Total to date $109,374,571
Against same time, 1860 69,245,166

Increase to date $40,139,405

The exports of specie from New York from 1st July, 1860, to the present date, are ..$23,487,000
Against same time, 1860 47,852,000

Decrease to date $24,365,000

The receipts of gold from California, Europe, and the West Indies from 1st July, 1860, to May 21, are as follows:

From California $31,708,000
Foreign gold direct 25,134,000
Foreign gold via Boston 5,334,000

Total since 1st July $62,176,000

Exchange on London is now as low as 105 to 105½ in New York, or 4 per cent. below par. In New Orleans on the 28th ult. sterling bills on

London were selling at 98 to 99. The gold continues to arrive here by each successive steamer.

Railroad securities maintain their prices better than any other. Property in railways is now regarded as the safest in the market.

On the 29th of May the United States Government had $5,312,692 on deposit, of which $3,017,931 were subject to draft.

Vergnes' Voltaic Battery.

We invite attention to the interesting paper in to-day's issue, on Vergnes' Voltaic Battery, furnished us for publication by an intelligent correspondent. The propositions so well stated by the writer are worthy the attention of all parties interested in Railways.

Journal of Railroad Law.

THE GRANT TO THE DES MOINES NAVIGATION AND RAILROAD COMPANY: CONFLICT AS TO TITLE: THE COMPANY NOT TAXABLE FOR, IN THE YEARS 1857 AND 1858.

By an act of Congress of the 8th of August, 1856, certain lands were granted by the United States to the State of Iowa, to be by the State conveyed to the Des Moines Navigation and Railroad Company, for the purpose of improving the navigation of the Des Moines river. This act contained provisions limiting and directing the times and proportions of the conveyance of the lands to the company; making this dependent upon the previous outlay of money, upon the works of improvement. The General Assembly of Iowa accepted the grant on the 9th of January, 1847; and the contract between the State and the Company was entered into on the 7th of June, 1854. The Register of the Des Moines River Improvement on the 14th of May, 1855, and the 6th of May, 1856, certified the land in question, which is situated in Pike County, to the Company. The Governor, however, refused to execute a patent for the land until the 3d of May, 1858; a patent was then executed and recorded on the 16th of the following June. The taxes for the County of Polk were by law to be completed by the second Monday in April in each year, thus the assessment of taxes for 1858 was completed the month previous to the execution of the patent for the land by the Governor of the State.

The question to be determined was, whether the company were liable to be taxed for the land during the years 1857 and 1858. The County of Polk, the defendants, contended that the title to the lands passed to the Company by operation of the Register's certificate executed in 1855; and also that the contract between the State and the County was a sale of the land on credit, which was subject, by statute, to taxation. The Company, on the contrary maintained that the title to the property did not pass to the Company, but was vested by Congress in the State, where it remained until the issuing of the patent by the Governor. Consequently, the County had no power to tax them for these two years, and they institute these proceedings to enjoin the County of Polk from collecting the taxes they had levied. The District Court rendered judgment in favor of the defendants, and the plaintiffs then appealed. The following is the opinion of the Supreme Court reversing the decision of the court below.

WOODWARD, J.—The question presented is, whether the lands in question, conveyed to the complainants by the State, in June, 1858, were taxable for the usual State and County purposes, prior to the date of the conveyance.

The provision of the code exempts from taxation "the property of the United States, and that of this State." It then becomes a question as to whether the lands were the property of the State, or of the petitioners. The complainants contend that these lands so appropriated, and commonly called "The River Lands" were the property of the United States or of the State, until the delivery of the patent by the State to the Company, in June, 1858, and therefore, were exempt. On the other hand the respondents urge the second clause of section 456, which declares that lands and town lots, including lands brought from the United States and from this State; and whether bought on credit or otherwise are subject to taxation. And they argue that the contract between the State and the Company of June, 1854, was a sale on credit within the above section; and second, that the certificate of the Register of May, 1855, and May, 1856, operated as a conveyance. As emphasis is undoubtedly laid upon the language of these papers, it is given in substance. That of the first date runs thus: "I certify that the following lands were sold by me on this 14th of May, 1855, to the Des Moines N. & R. R. Co., in pursuance of the contracts and agreements with said company for the construction of the Des Moines Improvement"; which is signed by the State Register of that work. The second is as follows: "This certifies that the following land being a part of the land appropriated, etc." "have this day been transferred, and are hereby conveyed to" the said company in consideration of $144,657 71 expended in pursuance of the contracts, etc., between the State and the said company.

We are well satisfied that the lands were not the property of the Company so as to render them subject to taxation at the times in question. This was not a purchase on credit, in the sense of section 456, above cited. This provision was enacted some time before this contract was made and therefore could have no intended reference to it. Its material allusion is to those cases which may properly be termed purchases of lands bought on time from either the State or the General Government. Purchases under the pre-emption laws, giving time for payment, and those of the school lands of this State, are plain subjects of this provision. In these cases the party enters into possession and has the use and enjoyment of the lands prior to payment, and this it is which constitutes the justice of the enactment.

The words implying a sale or conveyance in these papers can have no such force. The Register had no authority for this; it was not within his power. By the terms of the act of Congress granting the lands for the express purpose, the Company was first to expend money upon the work, and these lands to a certain relative amount were to be conveyed to them, and so, from time to time, as the work progressed. And in no case was the Register empowered to convey. He only certified to the amount expended by the Company, and the quantity of the land to which this entitled them, and the deed of patent was by law of the State to be signed by the Governor.

But i is contended that the restrictive and directory provisions of the granting act were in effect released by an act of Congress of the 3rd of August, 1854, which enacts that "where lands have been or shall be granted to a State by law of Congress, and such law does not convey the fee simple, or require the patents to be issued therefor, the lists thereof, certified by the Commissioner of the General Land Office, under his seal of office, shall be regarded as conveying the fee simple of the lands peoperly included in such lists." We are unable to see how this act should affect the terms, conditions, or objects upon and for which the grant might have been made. It goes no further than to affect the mode by which the title may pass, dispensing in some instances with the patent, but in no sense releasing from conditions or trusts annexed to the grant. Therefore, though the State might acquire her mere title by such a list, still the object of the gift and the mode of dispensing it in detail, as the work progressed would remain.

Did the company buy these lands of the State upon a credit? In view of the position of both parties, let us look at the entire transaction. Here is a great public improvement to be made, and here are supposed to be something like a million of acres of land appropriated for that purpose. The State makes a contract with a company to carry on the improvement and take lands as a remuneration. But the act of Congress has anticipated the contingency of the whole passing into their hands, and the work being thon neglected, and has provided that it shall be meted out only in proportion to the progress of the improvement. This intention, this policy would be entirely defeated, and the specific direction disobeyed, if the lands could be held to pass to the company by either of the modes above contended for. The idea that the lands pass by virtue of the contract, is met in the outset by the difficulty that they are not yet ascertained either in quantity or in specific description.

The contract is not, properly one of sale. To the State the main object was to obtain a certain large internal improvement. The other party is to perform this work and take his compensation in lands, receiving them in proportion as it progresses. This contract is so similar to the prior one with another company (Bangs, Bros. & Co.) that if this can be construed as conveying the title, so must that, and the result would be that they belong to that former contractor, unless the State has taken some measure to divest them.

In the act of 25th of January, 1855, we find a distinct provision by what means the title shall be conveyed. "No patents or conveyances of Des Moines Improvement land shall issue, except upon the written requisitions of the commissioners thereof," and all patents were to issue from the State Land Office, and were to be signed by the Governor and to be recorded by the Register. This provision indicates the object of the certificates in question, and limits their expression and intent although the officer may have thought that he was possessing the very title.

Finally, the legislation of the State has uniformly recognized as the fact, that the lands remained in it until a regular conveyance of them; and that no right in them, save an *inchoate* one, was transferred by the contract. We conclude that the State had no right to tax these lands,

as property of the Company, until she had conveyed them.

One question, however, remains. It is whether the lands whose title was acquired in June, 1858, should be placed in the assessment of that year. We are of the opinion that the true sense of the law is, that if one acquires his title from the government after the close of the assessment, the land is passed for that year. It cannot be brought up as omitted property, and if it can be held subject for any reason, it may be brought into the list, though obtained in however short a time before the next list is begun. Such a course would involve an inequality and injustice. This land not having been obtained from the State until June in 1858, was not subject to taxation for that year. The judgment of the District Court is reversed.

The Yorkshire Iron Works.

I cannot probably give a more intelligible account of the iron manufacture of this district by describing the Bowling Works, than by dealing in generalities. In nearly all respects they are a counterpart of other works in this small district. Here are six blast furnaces, having stacks forty-six feet high, both boshes nine and eleven feet diameter. The blast is not heated, which issues a much better quality of metal, though a much less yield is obtained. About seventy-five tons from each furnace is the weekly product. For fuel, all coke is used, which is prepared near the furnaces, one half in closed kilns and the other in exposed beds, the coal yielding approximately sixty-six per cent. There is rather more loss by exposing the coking process, but a purer product is obtained. To reduce the calcined ore, thirty hundred weight of coke are required for a ton of iron. The ore yields, as ascertained by the consumption for a long series of days, in its raw state, 30.95 per cent. of iron; in its calcined, 42.9 per cent., which is quite equal to the best of our argillaceous carbonates, and considerably exceeds the greater part of the "clay bands" of Great Britain, some of which yield as low as 20 per cent., but such are not used alone. The burning of the ore, which is generally done in heaps elsewhere, is here more thoroughly effected in kilns. The kilns are about twenty feet in height, and in rows, with a tramway running over and between them, so that the ore and fuel are discharged from the cars without re-handling, as they arrive from the mines. The lower openings from the ore and the coke kilns are on a level with the tunnel heads of the furnaces; as are also the beds of coke prepared in the open air.

About forty-nine pits are kept in working order to supply these six furnances and the refining, puddling and reheating fires; and these are connected to the works by over forty miles of railway, on which locomotives are used for draught. The worked seam of ore averages about thirty inches in thickness, but contains more or less shale, and yields on an average three thousand five hundred tons per acre. The coal seams average about twenty-four inches.

With this description the working of the furnaces may be understood, and we will pass to a description of the refining processes.

We here start with pig iron already much superior in purity to those varieties we have described before in this series of letters. It is not only made from a purer ore and coal, but with a cold blast, that does not impart to the iron certain impurities, the nature of which has not been ascertained to our entire satisfaction, but is probably owing to a proportion of sulphur, and possibly silica. This pig metal, however, is run through refining fires—which consists in melting the pigs with coke, and running the metal into open cast iron moulds, and when the whole casting is out it is chilled yet further by a stream of water. Of these refining fires there are five, of unusually large size, in which forty hundred weight are melted at a time during the day, and fifty hundred at the last heat. It is here broken by the men with heavy sledge-hammers, then weighed into parcels for puddling, and wheeled to the furnaces.

Small iron trimmings are thrown into furnaces to facilitate the balling process, as it also serves to retain a larger proportion of carbon in the iron, and gives it somowhat of the nature of steel. Blooms or balls are made, weighing very little if any more than one hundred pounds each, and are well compressed before leaving the furnace. Vertical steel hammers are used for shingling, of which there are three for this purpose. The balls are more carefully and thoroughly cleaned than I have seen in any other district in Great Britain, beginning with light, and finishing with rapid and heavy blows, and compressing the blooms into thin slabs—about one and a half to two inches in thickness—and nearly square. These slabs are allowed to get cold, and are then broken into six pieces of nearly uniform size. An upright fall, worked by power, is used for breaking, the operation being done quite rapidly, only one machine being used in the works. After this the fragments, which are nearly square, are piled with covers for reheating, and when heated properly are rolled into bars for refining again, which is successively done from four to six times. Other qualities of pig will not bear this succession of refining without causing more loss; and when refined will yet have more or less of the original properties of the pig metal. Even when red shortness is rectified to a considerable extent by union with cold short iron, the product has not the tenacity of a metal which is originally free from those curious properties. At these works, the locomotive tyres have a fracture showing a crystalization very similar to steel, though it is not called such; and its strength is fully equal to the best puddled steel, while in uniform homogeneity it far excels.

When puddled steel shall be made from the purest of pig iron, and will allow of being refined by successive re-rolling without losing its nature in part or whole, and admit of uniform results through this series of refining, *then* we shall have puddled steel which will be what many men are now supposed to believe it to be—reliable. It seems probable that for some purposes the puddled steel will answer the best of purposes, but where there is a liability to an irregular expansion and contraction, as of sheets, it is a question whether flaws and fractures will not develop weakness which iron could not be likely to show. I hope to enter into this subject more fully under the head of steel manufacture, and if I am wrong in my judgment of this and other new processes, no doubt practical men will be able to show me the evidences of my error.

These animadversions are properly introduced in this place, because they serve to illustrate my earnest impressions, if not the fact that neither good iron nor steel can by any possibly means be made from ores that are originally good—that have neither red nor cold short giving qualities; and further, from ores that do not possess those elements which serve to thoroughly flux the iron in its successive purifications. What these elements are we cannot always determine. As for other essential provisions in producing reliable steel in the puddling furnace, they may be discussed in an other connection.

We return to the description of the Bowling Works. Twenty-eight puddling furnaces are used, each yielding about twenty-nine hundred weight of iron to the turn. In rolling, the forms were not reduced so rapidly as I have usually seen. In the heating of the piles of iron, it appeared to me that more than usual care was taken in the use of welding loam. For boiler plates the slabs are dressed by helved hammers. For tyres, axles and special work, six steam hammers are used, one of which is seven tons in weight, the same as the large one at the Reading Forge, Pennsylvania. Bars and rods that are rolled to medium and small sizes have an exceedingly fine fibrous texture; and they admit of twisting into knots and other various close bendings while the iron is cold, without fracture. Products of the mills of this district return an average of £25 sterling per ton, or more than double the average yield of mills producing ordinary "best" refined bars and rods. Boiler plates thirty-four feet in length, have been rolled for government use. Connected with these works are various shops, for forging, casting, and machine and boiler making.

At Bowling I was shown some specimens of iron ore from the north of Ireland. One is a brown hematite, similar in structure to the "pipe stem" ore of the Juniata district, Pennsylvania. It is supposed to be very pure, and likely to produce a quality of iron like that of Juniata. A furnace is about to be put upon smelting this variety, the ore to be imported from Ireland. Another specimen from the same vicinity is a magnetic variety which shows its transition character, evidently having been brown hematite at some former period. It is analogous to an ore found near Christiansburg, Montgomery county, Virginia.

Lest silence respecting the best qualities of iron made in the United States should be construed into a disposition to ignore their prediction, or to cast an inflection that the elements are not in existence, I would simply say at this time, that we certainly have the elements, probably in a greater variety than any other country on the face of the globe; that we have all the talent that is essential for management and manipulation, and that the market is almost unlimited in extent, if looked after with reasonable tact. As our mechanical and civil engineers become better acquainted with the diverse and special qualities of iron, will they allow much better prices for that which they particularly need. Present expediency, and as well, also, indifference, have made iron masters disregard the special valuable properties that belong to the best of that they are able to make. In this respect rolling mill managers are as much at fault as blast furnace proprietors. The interesting features of American iron, that correspond in part or whole to the Yorkshire cold blast product, would require a letter by itself.—*Correspondence of the N. Y. Evening Post.*

Results of Trials of Varieties of Iron Permanent Way.

Among the proceedings of the London Institution of Civil Engineers, was the following paper prepared and read by Mr. F. Fox, C. E. It was printed in Newton's *London Journal* of March, 1861:

The author stated, that he did not wish to be thought an advocate for the superiority of either of the systems tried over other plans, or of iron over timber for permanent way, under any and all circumstances; his object being merely to record results of actual trials, and the conclusions to which they led.

In 1853, an experimental length of a quarter of a mile (double line) of iron way, on the principle of Mr. I. J. Macdonnell (M. Inst. C. E.) was laid on the Bristol and Exeter Railway. In consisted of a continuous rolled iron rail bearer, weighing, on an average, 83 1-2 lbs. per lineal yard, and 11 inches in width. The bearers were united by joint or saddle plates 30 inches in length, weighing 50 1-2 lbs. each. The bearers had a rise in the centre of 9 16ths of an inch, and a rib or tongue was rolled on the upper side, which fitted approximately into the hollow of the bridge rail. The rails originally laid weighed only 53 3-4 lbs. per yard. Between the rail and the bearer, a thin packing of pine wood was placed, the grain being in the direction of the length of the rail. The rails, the bearers, and the joint plates, were bolted together, the distances between the intermediate bolts being so arranged as to admit of a rail being readily turned by unscrewing the nuts, or of a new rail being put in, without "opening out" the ballast. Transoms, or cross ties of angle iron were placed at average intervals of 12 feet between the two lines. This system differed from the Barlow way, in having the rail or wearing surface separate and esily removable from the bearing surface; but, on the other hand, it considerably exceeded the Barlow rail in weight. After a wear of more than seven years, this length of iron way was in

good condition, and bid fair to continue so for some time to come. About one-third of the rails proved defective within the first two years and had been replaced by rails weighing 60 lbs. to the yard. The ballast, which was very indifferent, being a loamy gravel, had been well drained, and thicker packing, laid with the grain traversely to the direction of the rail, had been introduced. The bearers and joint plates, transoms, and rails, were supplied at £7 per ton delivered, and the cost per single mile of this arrangement, exclusive of the cost of matching and laying, was £1,936. The cost of a single mile of the longitudinal timber way, at the same period, taking the rails at the same weight and price, was estimated at £1,850. It should be mentioned that iron was then low in price, whilst timber was high. Owing to the undue lightness of the rail, both of these calculations were below the cost of a well constructed permanent way.

As this experiment appeared on the whole to have been successful, it was determined to extend the trial, by laying one mile of double line on this system, at a further distance from a station, so that all trains should pass over it at full speed. Some modifications were, however, made. The width of the bearer was increased to 12 inches, and its thickness was reduced to 9-16ths of an inch, so that its weight was 75 lbs. per lineal yard. At the same time the curvature was slightly increased. The pine packing (creosoted) was thicker, and at the rail joints pieces of hard wood, laid with grain lengthwise, were substituted. The rails weighed 68 lbs. per yard. The contract for the bearers, joint plates, and transoms was taken at £9 10s. per ton,—the cost of rails being £9 8s. 8d. per ton. This length was laid in July, 1857, where the line had not long before been re-ballasted with hard clinker ballast. The cost of a single mile, exclusive of laying, amounted to £2,511. One mile of timber way, laid with the same section of rail at the same time, cost about £2,254.

As these trials appeared to give a reasonable expectation of the greater durability and diminished cost of maintenance of the iron way, the author felt justified in recommending a further trial, on a more extended scale, and on different districts of the railway. As the rolling and straightening of the curved section of bearer was alleged to be difficult, it was decided to adopt a flat section. The bearing surface was increased to 13 inches, the centre rib was rolled 1-2 an inch deeper, and the weight was thus brought up to 48 lbs. per yard. Rail joint plates of a similar section to the bearer joint plates were bolted underneath the bearer at every rail joint. Although this addition had been found advantageous, the way was still weaker at the rail joints than at any other part. Additional intermediate bolts were used, so that the upper and lower sections of the way were held together as a girder. The contract for the bearers, joints, and transoms, was taken at £9 12s. per ton, and the rails being £8 13s. 1d. per ton, the cost per single mile was £2,571.

In order to test the comparative strength of the different sections of bearer, of rail and bearer combined as laid, and of the rail and bearer joint plates, a series of experiments were made, the results of which were given in tabular form. The distance between the points of support was 5 feet. Of the three sections of bearer only, that of 1853 (the first) showed the least, and the flat section of 1829 the greatest, deflection, under a load of about 5 tons; but in each case the ultimate strength did not exceed 7 tons. Of the three sections of iron way complete, that of 1858, with a rail weighing 68 lbs. per yard, rather the strongest. The ultimate strength was reached under laps varying from 19 to 21 tons. An experiment with the flat bearer showed, as was expected, the increase stiffness gained by placing the centre rib downwards, thus practically deepening the girder. The ultimate strength of the timber way was ascertained to be 28 1-2 tons, or 50 per cent. higher than the iron way. It was, therefore, determined still further to increase the section of the iron bearer. In this case the width of the bearer was 12 inches, and it was stiffened by a web underneath, 3 inches deep and 3-4 of an inch thick (a plan which was claimed by Mr. W. Bridges Adams). The weight was reduced to 75 lbs. per yard, and the contract for this section was taken at £9 per ton. To stiffen the rail joints (which had no plates underneath), and to secure the ends of the rails, an iron plate, having a tongue rolled on it, was used. This section of way has been laid too short a time to warrant any decided expression of opinion of it, as compared with the other sections; but as a length of between 4 and 5 single miles was under trial, it would soon be seen if it possessed any advantages. It was perceptibly stiffer to travel over, and the middle web gave it a firmer hold in the ballast than either of the other sections. The cost of a single mile was £2,385. This section was the fourth modification of rolled iron bearer under trial, the entire length being 14 1-4 single miles.

The partial failure of the Macdonnell way on the Bridport railway was then referred to; and it was asserted that it arose from the rails and bearers being too weak, and from a disregard of those appliances which the character of the gradients, curves, ballast, and subsoil rendered more than ordinarily necessary.

In May, 1858, a trial length, of a single half mile, of the cast iron sleeper way of Mr. De Bergue, was laid in immediate continuation of the Macdonnell way, and on the same kind of clinker ballast. Whilst still preferring a continuous rolled iron to any cast iron way, the author felt bound to state that not a single sleeper had been broken, the nuts of the bolts did not work loose, the rails wore very well, and with the exception of a little depression at the fished rail joints, the line kept as good a "top" as could be desired, and was as easily maintained, but it was more rigid. The cost of this arrangement per single mile was £2,103, or £300 per mile less than the Macdonnell way of the same period.

The merits and defects of the continous rolled iron permanent way were thus stated. The defects, or supposed defects, appeared to be: 1. The great cost, at present prices, almost precluding its adoption on a railway of limited capital. 2. The difficulty of getting the bearers rolled. 3. The possible increased wear of the rails. 4. The greater "wash" of all but very good ballast, inseparable from all iron ways, resting on or near the surface. And, 5. The difficulty of laying on sharp curves, and of keeping in place when laid. Its presumed merits were: 1. Greater economy in the long run, owing to increased durability. It was estimated that the cost of renewal of the longitudinal timber was £45, and of the iron way only £21, per single mile per annum, or less than half, without reckoning the considerable item of labor in the replacement of the timbers. 2. Saving in maintenance, and facility for packing, owing to no "opening out" being required. 3. The safety of the iron way, especially as contrasted with a timber way which had been long laid. 4. The facility of exchanging worn rails. 5. The preservation of correct gauge. 6. The lowness of the crown of the rail above the bearing surface. 7. Saving in the depth of ballast in the case of a new line. And, 8. The equableness of the motion, rendering it probable that less injury would be sustained by the rolling stock.

Lease of the Ohio Canals.

Pursuant to notice of the Governor, Auditor and Treasurer of State, the Ohio Canals were offered for lease at public auction, at the rotunda of the State House, on the 29th ult. Bidders were required to deposit with the Auditor of State $20,000, in bonds or money, as a forfeit, in case they refused to enter into an indentiture of lease. There were three bids for the lease. The first was $20,000; the second $20,050, and the third $20,075. The lease was strack off at the last named sum to Thomas Dugan of Portsmouth, who, we understand, represented a company of Kent Jarvis, Arnold Medbury, Thomas Brown, Thomas Moore, W. J. Jackson, and Thmas Cooper. The lease is for ten years, the annual rent to be paid semi-annually in advance. The lease and bond must be executed within five days from the day of letting, and the time will date from the approval of the bond. So the canals are out of the hands of the State for the next ten years.—*Columbus Journal.*

Interest and Dividends.

The Treasurer of the State of Illinois will, on and after the first Monday of July, 1861, until the 31st day of said month, be ready at the American Exchange Bank, New York, to pay the interest maturing on the first Monday of July, 1861, on the Public Debt of the State of Illinois. The interest then due and not called for prior to the 31st day of July will thereafter be paid only at the office of the Treasurer of the State of Illinois, in the city of Springfield, Illinois.

Holders of Illinois and Michigan Canal Bonds, where coupons are exhausted, are required to present the bonds.

The Jeffersonville Railroad Company will redeem, on the 1st day of July next, at the United States Trust Company, New York City, at the lowest offer below par, a part of its first mortgage bonds, agreeable to the provisions of a contract made between the company and the holders of the bonds, bearing date April 14, 1859. Offers for the sale of said bonds should be addressed, under seal, to the United States Trust Company, and indorsed, "Offer of the first mortgage bond, or bonds, of the Jeffersonville Railroad to the sinking fund;" which offers or bids will be received until noon of the 1st day of July.

The directors of the Buffalo, New York and Erie Railroad Company regret to be obliged to state that the available funds of the company are not sufficient to pay the half year's interest on the first mortgage bonds due on the 1st June, and that the company is obliged to avail itself of the three months' grace provided for by the mortgage, within which period they confidently believe that sufficient funds will be derived from the earnings of the road to pay the interest, of which due notice will be given.

Holders of the first and second mortgage bonds of the Ohio and Pennsylvania Railroad; first and second mortgage bonds of the Ohio and Indiana Railroad; first mortgage bonds of the Fort Wayne and Chicago Railroad, and of the construction bonds of the Pittsburg, Fort Wayne and Chicago Railroad, are requested to sign the contract for re-organization in the hands of John Ferguson, No. 35 Pine st. Holders of these bonds desiring to avail themselves of the benefits of the proposed re-organization, should call and sign the agreement without delay.

Messrs. Duncan, Sherman & Co., pay the coupons on the Albany City and Buffalo City bonds; also the coupons on the bonds of the Belvidere Delaware Railroad Company, due June 1. Also $13,000 Buffalo City 6 per cent. bonds, issued June 1, 1852; and $11,000 do., issued June 1, 1854.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of three per cent., payable on the 22d inst., at the office of the company in New York.

The Chemung Railroad Company has declared its sixteenth semi-annual dividend of 4 per cent., payable on demand, at No. 30 Dey Street, New York.

The Portland, Saco, and Portsmouth Railroad Company pay a semi-annual dividend of three per cent. June 10.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending May 23,

were	$60,699 05
Week ending May 5, 1860	56,099 13
Increase	$4,599 92
Total traffic from July 1st, 1860	$3,072,040 42
Corresponding period previous year	2,568,174 77
Increase	$503,865 65

The report of the receiver of the Cincinnati, Wilmington and Zanesville Railroad for April is as follows:

GROSS EARNINGS.

From passengers, through		$87 34
" " local		4,636 16
" mail		767 35
" express		350 20
		$5,841 05
" freight, through	$503 88	
" " local	9,534 74	
		10,038 62
Total gross earnings		$15,879 67

EXPENDITURES.

Ordinary and working	$10,538 96
Extraordinary	712 71
Capital account	1,611 64
Total expenditures	$12,863 31
On hand April 1	$30,611 39
Cash received during April	21,229 02
Balance May 1	$51,840 41

The following is the statement of the earnings of the New York Central Railroad, for the month of May, 1861, compared with its earnings for the corresponding month of the previous year:—

May, 1861	$678,595 24
" 1860	551,699 52
Increase	$126,895 72

This is the largest May business of the line, with a single exception, in the nine years' history of its consolidation. The road has the advantage, at present, of the heavy receipts at Buffalo of flour and other produce from the Northwest, and of the interruption of freight and travel from the Southwest over the Baltimore and Ohio line. The following are the comparative May earnings for nine years:

May.		May.	
1853	$419,287	1858	$510,197
1854	510,820	1859	409,627
1855	633,381	1860	551,699
1856	710,554	1861	678,595
1857	655,256		

The May increase over last season places the earnings of the line for eight months of its current fiscal year, at $619,864, as follows:

	1860-'61.	1859-'60.
October	$810,803	$709,671
November	780,591	637,792
December	522,918	520,396
January	489,665	387,128
February	420,790	402,530
March	631,290	561,078
April	690,646	595,140
May	678,595	551,699
Total eight months	$4,975,298	$4,355,434
Increase this season		$619,864

The earnings of the Buffalo, New York and Erie Railroad for May, 1861, were $54,717 03
May, 1860 46,005 25
Increase $8,711 78

The earnings of the Hudson River Railroad in

May, 1860, were	$156,281 09
May, 1861	150,807 63
Decrease	$5,573 46

The earnings in the month of May for the last four years were:

1858	$128,132 27
1859	141,268 92
1860	156,281 08
1861	150,807 63

The business of the Illinois Central Railroad for May of this and the preceding year was as follows:

	1860.	1861.
Traffic	$119,889 83	$217,517 75
Land sales	44,790 03	320,696 28
Cash collected	56,066 21	54,780 81

The following are the earnings of the Great Western Railway of Canada for the week ending May 31, 1861:

Passengers	$16,828 42
Freight and live stock	15,575 73
Mails and sundries	1,435 87
Total	$33,838 02
Corresponding week of last year	30,563 39
Increase	$3,274 63

North Missouri Railroad.

A writer in the St. Louis *Republican* approves the late action of the County Commissioners, in offering to release the North Missouri Railroad Company from the payment of interest that has accrued or that may accrue on the stock held by St. Louis county, amounting to $750,000, on condition that the State grant legislation designed to complete the road to the Iowa State line, and to build the Missouri Valley railroad. In the following remarks he gives the condition of the city's relations to the road, and proposes that it imitate the action of the county. He says:

The City of St. Louis holds $500,000 of stock in the North Missouri Railroad Company, subscribed at the time that it subscribed $500,000 to the St. Louis and Iron Mountain road. These subscriptions were made on condition that the Iron Mountain road should pay interest on the bonds of the city, issued to pay the subscription to it till it was completed to the Iron Mountain, and the North Missouri railroad until it was completed to Iowa. The Iron Mountain road has built only about eighty miles and is free from paying interest, whilst the North Missouri road has built twice this distance and is still paying interest. It has not been able to pay the interest for some time, and it is presumed that the city will follow the example of the county in holding out an inducement to the State to aid in completing the road to St. Joseph and to Iowa, by which its stock may be made of some value and the interests of the State at the same time promoted.

The County of St. Louis holds in the North Missouri road	$1,250,000
The City of St. Louis	500,000
Citizens of St. Louis about	100,000
Total held in County of St. Louis	$1,850,000

Outside of St. Louis, other counties, and individuals along the line of the road hold stock in said Company to the amount of about $600,000.

The State will not be disposed to sacrifice for her citizens this large sum of money if it can be avoided, and will doubtless pursue a liberal policy in regard to those whose enterprise has led them to make such large contributions to develop the resources of the State.

This road has cost the State far less per mile than any other road, and as it passes through one of the finest, and as yet only partially developed portions of the State, without rivers or anything else to compete with it for trade that naturally belongs to it, there can be little question of its ultimately paying.

The Hannibal and St. Joseph road, whilst not a competing road, save for a very small portion of the natural trade that belongs to the North Missouri road, and without injury to itself. Arrangements have recently been made with this road, which it is believed will be carried out by both parties in good faith, and which will remove all future trouble. At any rate, when the Missouri Valley road is built, there will be two lines leading to St. Joseph from St. Louis, and this will make all go well and pleasantly after that.

In view of the large interests involved, we are glad to see this move on the part of the city and county, and we trust it will be generously met on the part of the State, and that all will be done that can be done by the State, to save the roads from sale, and complete the road to Iowa, and the Missouri Valley road to St. Joseph.

Cumberland Coal.

The supplies of Cumberland Soft Coal are temporarily interrupted by the War difficulties at and near Harper's Ferry. The demand for this description of coal is rapidly increasing, and the interruption of supply will be seriously felt, unless made up from some other quarter. On this subject the *Evening Post*, of Saturday remarks.

"Fortunately this supply may be had. The Blosburg regions, and especially the Fallbrook Mines, in Western Pennsylvania, produce a coal quite equal in every respect to that procured at Cumberland, and can be furnished as cheaply. These mines are in Tioga County, and are connected directly with the Seneca Lake, in this State, where the general depot is situated. From this point it is shipped by canal West and East. The arrangements for mining are on the largest and most efficient scale."

Atlantic and Great Western Railway.

The opening of the Atlantic and Great Western to the Philadelphia and Erie Railroad—the completion of the first 27 miles of the track west of this place—was commemorated on Wednesday last (15th inst.) by an excursion thereon. A party of guests, including our first citizens, with the cornet band, representatives of the local press, and others, at the invitation of the Superintendent, filled the cars with a gay load of ladies and gentlemen on the afternoon of that day.

Mr. Wm. Reynolds, President of the road; Jos. Hill, jr., Superintendent, and several of the Directors and stockholders of the road, accompanied the party. The first train west from this place then, with four car loads of passengers, started off at about half past 2 o'clock. The first few miles of the track are smooth and steady, having been finished some time since; beyond, it is newer and less complete, and will receive some perfecting work before regular trains are put upon it. Considering the speed with which the work has been pushed forward, however, the track is remarkably smooth.

Leaving the village of Columbus three or four miles behind, the train reached the intersection of the two roads, distant 27 miles from this place, and 60 from the junction of the A. and G. W. with the New York and Erie at Salamanca, the eastern end of the road. The company found themselves in the woods—the west end of the road being much like the other end in that respect. The excursionists waited a short time for the down train from Erie, and when it arrived gave three rousing cheers for the "union" between the two roads, the band played its liveliest air, the Philadelphia and Erie shook hands with the Atlantic and Great Western, and the wedding was finished.

The name of the new station at the intersection is to be Wayne. From Jamestown west the stations are: Ashville, Brokenstraw, Bear Lake, Pine Valley, Columbus, Wayne.—*Jamestown (N. Y.) Journal*.

United States Mint.

The business of the United States Mint at Philadelphia in May was as follows:

	No. of pieces.	Amount.
Gold coinage	385,857	$5,104,415
Silver coinage	1,697.000	269,210
Copper coinage	1,100,000	11,000
Total	3,182,867	$5,384,625

Total coinage executed during the months of January, February, March, April and May, 1861 ..... $31,123,206

☞ Major C. N. Bodfish has been appointed Chief Engineer and Superintendent of the Chicago, Iowa and Nebraska Railroad, vice Milo Smith, Esq., resigned.

☞ Mr. Chas. G. Miller has been elected President of the Buffalo, New York and Erie Railroad Company, vice Mr. A. D. Patchin, resigned.

☞ The Tennessee and Mississippi Railroad Company, from Memphis to Grenada, has discharged its hands on account of its inability to pay.

Remarkable Locomotive Explosion.

The Chicago *Tribune* thus describes the recent explosion of a locomotive on the Michigan Southern Railroad:—

The train was due in this city at 8 P. M., and it consisted of two passenger cars and a baggage car drawn by the fine Manchester built engine, *Charles Butler*, No. 67. Conductor Curtis was in charge; George Nair, engineer. As the train was nearing Ainsworth station, the intersection with the Illinois Central Railroad, 11 miles from this city, the engineer sounded his whistle to break up, and the breaks were applied, when, just as the speed was checked, the boiler exploded with fearful violence, tearing away the "crown sheet" downward through the fire-box.

The effects of the explosion were terrific. The heavy machine, weighing 23 tons, by the downward and lifting force, leaped bodily from the track into the air, turned a summersault, and landed reversed and bottom side up a distance of 354 feet from where the accident took place.

This seems incredible, but is shown by actual measurement. The train was running at the time at about 15 miles an hour, but had been running at high speed. There were on the engine the engineer, Mr. Nair, his fireman, Charles Stelp, and the track foreman, named W. Anderson—the latter sitting on the cab seat. Mr. Nair was thrown into the air and to one side, landing near the fence senseless, but not dangerously though severely injured. None of his limbs were broken.

The other two men—Stelp and Anderson—were probably instantly killed, the former being frightfully scalded, his clothing being torn from his person. Both bodies were taken from the ruins of the tender and baggage car. No other person in the train was injured, though several were buried in the sudden shock and halt of the train. The track was torn up for a distance of several rods.

The track of the Pittsburg, Fort Wayne and Chicago, at this point, runs for some distance closely parallel to the Michigan Southern track; and on the former, a passenger train due here at the same hour was approaching the city. The passengers in each were watching the other, when suddenly the persons on the Pittsburg train saw the engine leap into the air, with the crash and ruin that followed. The suddenness and appearance of the disaster is described by one of the passengers as to have produced, at first, the impression that, by some fiendish malice, the train was blown up by powder placed beneath the track.

Railroad Reports.

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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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LAP-WELDED BOILER FLUES,
1½ to 8 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
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LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
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Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.
KRUPP'S BEST CAST STEEL.
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These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for **RAILROAD IRON** of any pattern and weight, **Car Axles, Spikes,** and **Merchant Iron.** They have on hand patterns for **T Rails,** of the following weights per lineal yard, viz —**25, 30, 36, 40, 45, 50, 60, 62,** and **75** lbs.
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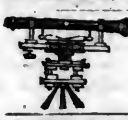
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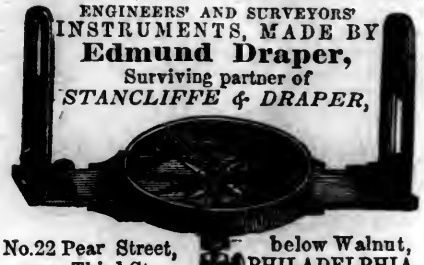
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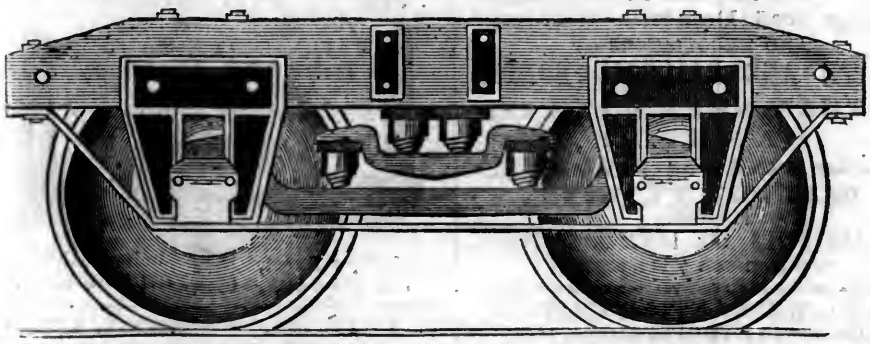
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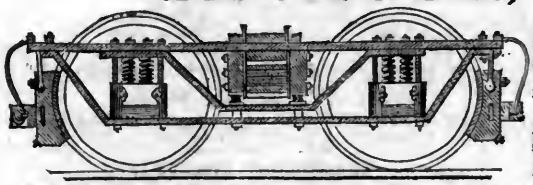
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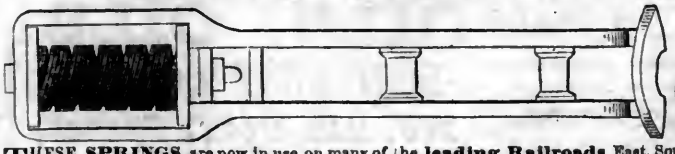
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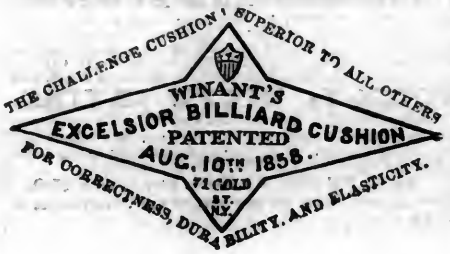
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STEAM NAVIGATION, COMMERCE, FINANCE,

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HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

PUBLISHED BY JOHN H. SCHULTZ, No. 9 SPRUCE ST.

New York, Saturday, June 15, 1861.

Cotton and the Cotton Manufacture.

(Continued from p. 428.)

The returns of British trade and navigation, for 1860, received since our last issue, give the following figures as to the cotton trade.

Imports of raw cotton in—

1858	9,235,198 cwts.
1859	10,946,331 "
1860	12,419,096 "

of which, the exports of raw cotton were in—

1858	1,335,820 cwts.
1859	1,563,779 "
1860	2,235,970 "

These figures show that 10,183,126 cwts. of cotton, or 1,140,510,112 lbs. were cousumed in 1860, or retained for consumption.

The cotton imported came from the countries following, viz.:

	1858. Cwts.	1859. Cwts.	1860. Cwts.
United States	7,439,623	8,586,672	9,963,309
Brit. East Indies	1,185,023	1,717,240	1,822,689
Egypt	345,360	336,313	392,447
Brazil	166,231	200,705	154,347
Other countries	102,961	105,401	86,304

The exports of English cotton goods for the years 1859 and 1860 were as follows:

1859	£48,202,225
1860	52,013,482

Of these £3,994,711 were exported to the United States in 1859, and £3,848,750 in 1860.

Of linen goods there were exported from the British Isles in—

1859	138,120,478 yards,	value £4,300,026
1860	143,557,449 "	" 4,432,823

Of these there were exported to the United States in—

1859	64,752,854 yards,	value £1,988,514
1860	59,988,003 "	" 1,893,327

The foregoing figures sufficiently show the importance to the British nation of American cotton; and the value of our market, to her manufacturers. Reducing the quantities to pounds weight, the relative supplies of cotton in 1859 and 1860 were:

	1859.	1860.
United States	961,707,266	1,115,890,608
East Indies	192,330,880	204,141,168
Egypt	38,106,096	43,954,054
Brazil	22,478,960	17,486,804
Other countries	11,365,872	9,066,048

In 1840 and in 1850, the quantities of cotton imported were relatively as follows:

	1840.	1850.
United States lbs.	487,856,504	493,153,112
East Indies	97,388,153	118,871,742
Egypt	8,324,973	18,931,414
Brazil	14,779,171	30,299,782
Other countries	4,515,559	2,319,612
Total	592,488,010	663,576,861

The following table shows the imports of raw cotton into the United Kingdom at the periods named:

1815 lbs.	100,309,146
1820	151,672,655
1830	263,961,452
1840	592,488,010
1850	663,576,861
1860	1,390,938,752

The future supply of cotton for England, allowlowing the United States cotton supply to be cut off, must be mainly from India. In a paper read before the Society of Arts in London, on the 17th of April last by John Crawford, Esq., F. R. S., and late Governor of Singapore, he says:

"The United States furnished us, in fact, with 78 parts in 100 of the quantity and 81 in 100 of the value of our whole supply. This palpable fact is conclusive of the superior capacity of the countries in question, since it leaves to all other countries but 22 parts in 100 of the quantity, and no more than 19 in 100 of the value of our supply.

The auspices under which the cultivation of cotton is carried on in the Southern States of America are sufficient to account for this wonderful production. Climate, soil, natural facilities of transport, but above all a skillful husbandry and an enterprising commerce are there all auspicious."

Then, speaking of our cotton region, Mr. Crawford said:

"The extent of land capable of growing cotton in the States in question, has been computed at better than thirty-nine millions of acres, or above 60,000 square miles, some 10,000 more than the area of England and Wales. Of this immense surface, the amount under cultivation in 1859 was computed to be only a sixth part, yet it yielded some 15,800,000 cwts. clean cotton. If there be any approach to correctness in this computation, that quantity can be augmented five-fold, and this without any increase of cost, since the unoccupied field is all virgin land. But even after every acre of the wild land thus computed to be fit for the growth of cotton has been occupied with it, an improved system of agriculture will long allow of the cultivation of the plant without any material increase of cost.

According to this view several ages must elapse before all the lands of America capable of growing cotton are occupied with this plant. In this case, the cotton manufacture of England, drawing its supplies from the Southern States of America in the same proportion as it does at present, might go on increasing to five times its existing magnitude."

Mr. Crawford next showed that American cotton, instead of having risen in price, has gradually fallen since its first cultivation in South Carolina and Georgia for export. This he attributed mainly to the improved cotton gin, and the pushing of the cultivation into the milder climate and more fertile soil of the Gulf States.

Mr. Crawford then explained the causes of the inferiority of Indian cotton. The soil and climate of India, said he, it may at once be conceded, are in no respect inferior to those of America. The system of production in the two countries is, however, widely different, and quite sufficient to account for the inferiority of Indian cotton, both as to quantity and value.

Mr. Crawford proceeded to contrast the two systems of production. He showed that the American cultivator is an educated, intelligent and enterprising capitalist, the owner of the land

he tills, and pays no tax to the imposition of which he has not himself been a party; "the Indian cultivator is an untaught peasant, the mere occupant of the land he tills, so long as he continues to pay the rent and taxes exacted of him. He is a farmer borrowing money from an usurer at 50 per cent. and mortgaging his future crop to pay the interest in kind." Then the infinite superiority of the American planters farming stock, implements, and agricultural processes, to those of the Indian cultivator were clearly and correctly set forth, the care and skill of the American planter in the culture of cotton was strongly contrasted with the carelessness and ignorance of the Indian cultivator. In the populous parts of India, where there is consequently great competition for land, rent makes it proportionally as costly to raise rice and cotton as in England to raise wheat and hemp. Mr. Crawford said:

"Our old provinces of the lower valley of the Ganges are the most fertile parts of India, and just as capable of growing cotton as the valley of the Mississippi. In fact, they do grow it largely, but they have a density of population ranging from three hundred inhabitants to a square mile, up to eight hundred. They not only, therefore, export no cotton, but, on the contrary, import it. * * * The fertile alluvial tract which lies between the Ganges and Jumna, was once a large exporting country of cotton, but now with a population ranging from three hundred and fifty to five hundred and fifty inhabitants to the square mile, it has in a great measure ceased to be so, consuming its own produce, independent of what it receives from ourselves in the shape of manufactures. * * * * * * *

The really cotton producing districts of India for exportation are all under-peopled, in this respect more resembling new colonies than old countries. * * * * All India may be said to produce cotton, but those parts that produce more than they themselves consume, although a large surface, form but a small fraction of the vast area of that great region. All the most improved and populous portions are, in fact, importers from the less cultivated and less populous ones. This import had been in progress long before our connection with the country. But besides the demand of the populous parts of India on the exporting districts, China becomes a competitor with them and ourselves in the Indian market, the quantity yearly exported to it being about one-fourth part of what is supplied to ourselves.

Following up his remarks on India as a source of supply, Mr. Crawford referred to the expectation that the opening of railways in India would be productive of great benefit. He had no doubt that they will increase the supply of cotton, and materially ameliorate its quality by bringing it in a cleaner state to market.

Skill, care and capital, Mr. Crawford said, are what is really wanted to insure the production of good cotton in India, and none but intelligent and enterprising Europeans will apply these. He then showed that the reason why cotton had not attracted the attention of such men in India was that they naturally turned to the production of more profitable articles, such as silk, sugar and indigo, which, though still chiefly cultivated by the natives, and according to the immemorial and barbarous rules of Hindoo husbandry, are improved by the application of European skill and care in the processes of manufacture.

Mr. Crawford then proceeded to consider the question of supply from other quarters, and commenced that branch on the subject by stating that the English importation of cotton from all other countries than India and the United States is very inconsiderable, not exceeding 7 parts in 100 of the whole supply. The largest importation is from Egypt, but it forms but a fraction of 1-32th part of the supply.

The cultivation of cotton in Egypt for exportation is a very recent affair, dating only from the year 1821, when Europeans introduced American seed and American husbandry. This improved cotton culture, then, has had a trial of forty years, and its produce has increased but in a small degree. In the nine years from 1850 to 1858, the increase in the production of Egyptian cotton was about 11 per cent.; in American it was about 45 per cent., or above four times as great. * *

If all Egypt watered by the Nile were under cotton culture, and no other part of the country is fit for it, its produce would be far from sufficient to meet our demands. That, however, is an impossible case, for the fertile land in Egypt is equally well fitted for the growth of other agricultural products as it is for cotton, a sufficient proof of which is that it not only feeds its own population, but furnishes ourselves with various corns to the yearly value of a million sterling.

Mr. Crawford then spoke of the supply from Brazil—the next largest. That country might furnish a large supply of good cotton, but does not.

In 1849 our import from it was 274,893 cwts., and has never reached that amount in the ten years which had elapsed to 1859, when the quantity was no more than 200,705 cwts. That the soil and climate of Brazil are favorable, and the agricultural skill considerable, is to be inferred from the fact that the average value of all Brazilian cotton is by 13 per cent. better than the average value of all American, and fully 60 per cent. better than that of all Indian cotton. * * The cultivation of cotton in Brazil, as in several other places, has been superseded by sugar in the plains and coffee in the hills. Brazil, in fact, could not compete with America in cotton, but it could easily beat America in sugar, and it naturally selected the latter as the principal object of its husbandry.

As to the supply from the West Indian colonies, Mr. Crawford stated that, although seventy years ago they furnished the chief supply, at present it is comparatively a very trifling one. In 1847, the quantitiy was between 11,000 and 12,000 cwts., and in 1859 it had fallen to less than one-half this quantity. "Sugar-cane being more congenial to the soil, climate and industry of those tropical colonies, has superseded cotton, and there seems no probability of the culture of the latter being revived." Moreover "of all the productions to which labor is there applied, the cotton plant is, perhaps, the most precarious."

Mr. Crawford then directed his attention to Africa, which has been indicated as a quarter from whence an ample supply of good cotton might be obtained. So far as mere soil and climate are concerned, said he, it is impossible that a region which, as far as the mere growth of this article is concerned, embraces 32 degrees on each side of the equator, should not possess many suitable localities.

It is grown in the colony of Natal, from which, on the average of the three years ending with 1859, we imported between 11,000 and 12,000 cwts., of the value of better than £32,000, of a quality, however, inferior to American by a pound sterling a hundred weight.

Mr. Crawford said that there are, as far as his information extends, but two countries that are likely to furnish England with a fair supply of good cotton, and this not in substitution of the cotton of America, but as considerable auxiliaries to it. These are the recently acquired territories on the Eastern side of the Bay of Bengal, and the lately formed colony of Queensland, in Australia. As to the former, extending from the 16th to the 20th degree of latitude, containing an area of 64,450 square miles, the greater portion of a rich alluvial plain, watered by one great river and three considerable ones, with numerous branches and affluents, and having four safe harbors on the coast, to which there is inland communication by water, Mr. Crawford said:

"I resided for some time in the country, and the impression which my acquaintance with it has left is, that it seems better adapted to the culture of the cotton plant than any other part of India. Experience alone, however, must be the only test of its practical adaptation."

As to Queensland, he said, far too little is yet known to enable any one to speak confidently of its capacity to produce cotton:

It is described, however, as having a fertile soil with sufficient moisture, and to possess some commodious harbors. It certainly lies within latitudes (that is from 30th degree south to the tropic) corresponding with those parts of Brazil which produce cotton superior to the average of American. Should Queensland be found adapted to the cultivation of cotton, the heat of the climate will necessitate Asiatic labor.

Having spoken of all the countries from which a supply of cotton is looked for, Mr. Crawford thus concludes his paper:

From the facts which I have adduced, I must come to the conclusion that there exists no reasonable ground for apprehending any serious deficiency in our supply of cotton, although in cotton, as in every other product of the soil, fluctuations must be expected which no care can obviate. Our chief reliance must long, in my opinion, be on America, which at present furnishes us with four-fifths of the value of all that we consume. This mere name, however, does not imply that we receive the whole from a single country, for no fewer than seven sovereign States, each as large as an European kingdom, contribute to our supply—all, too, competing with one another to make that supply as cheap, good and abundant as possible.

The integrity of the cotton manufacture is indispensable to our prosperity, but the cultivation of the plant is, if possible, of still more vital importance to the Southern States of America. We derive our chief supply from them, and we are by far their best customers. There exists between us, consequently, a mutual and profitable dependence, which promises a long duration. If other countries can supply us with better cotton than America, our market, the best in the world, is free to them, and no doubt they will furnish it, but it does not appear to me that we are called upon to make extraordinary or eccentric efforts to insure it.

Other English writers look with greater confidence to an early supply from India. The extent of cotton production in India is twice as great as in the United States, but the expenses and delay in bringing it to market, has kept it from the English manufacturers. The railways in our cotton growing States have been the chief means for the rapid increase of cotton production there, much more so than the vast influence of Whitney's cotton gin.

It is now confidently asserted that the completion of the railways of India will entirely change the course of the cotton trade. The India Railways were commenced in 1849. Since then 4,821 miles are in process of construction, 1,301 miles are in operation, and 864 miles more will be completed this year. The great line from Calcutta to Delhi Lahore, 1,338 miles, built by the East Indian Railway Company, will open a new fertile cotton

district for the English consumers. Heretofore the chief supply of cotton has been from Madras, and the Bombay Provinces, near the coast. The North-Western Provinces and the Punjaub, to be opened by the East Indian Railway, are supposed to contain abundance of good lands, suited to the culture of cotton. The present disturbance in the United States, is forcing forward the Railways of India, by the aid of English capital.

(To be continued.)

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1861, was as follows:

From passengers	$275,463 70
" freight	322,776 12
" mails and express	26,093 08
" rents of track and machinery	13,036 75
" " real estate	2,530 55
" interest	4,061 24
" profit and loss	267 29
	$644,228 73

The expenses have been:

Repairs of road	$60,100 48	
" bridges	6,653 36	
" buildings	8,627 71	
Train expenses	202,353 32	
Station expenses	11,977 09	
Office expenses	15,007 35	
Miscellaneous	27,652 08	
		332,371 39
		$311,857 34
Deduct Little Miami and Columbus and Xenia Railroad Company's proportion of joint earnings		29,157 66
Balance		$282,699 68
For interest on bonds	$96,585 47	
" taxes	11,518 90	
		108,104 37
Net earnings for the year		$174,595 31
Out of which two dividends of 3½ per cent. have been declared, amounting to		150,906 00
Leaving a surplus of		$23,689 31

Compared with the previous year, the gross earnings show an increase of $82,547 21
With an increase in expenses of 42,052 16

Making the net increase $40,495 05

The number of passengers transported during the year was 479,937—an increase over the previous year of 122,228. The tons of freight carried amounted to 276,193—an increase of 38,557. The report says:

During the year 35 of the first mortgage bonds of this Company have been purchased and canceled, at a cost of $34,359 53. The Company have also purchased, in compliance with their contract, 34 of the Dayton and Michigan bonds, at a cost of $27,200.

The Company having no floating debt, the Directors, in compliance with the resolution of the stockholders, have, from their net earnings, in addition to the payment of dividends, retired and canceled about one-fifth of their first mortgage bonds, leaving 406 still outstanding. They have also purchased, within the past 18 months, and have now on hand, 50 of the Dayton and Michigan first mortgage bonds of $1,000 each. These bonds the Dayton and Michigan Company are obligated to commence repurchasing in 18 months from this time.

The road and equipment have been kept in good repair during the year. 461 tons of new and re-rolled rails have been laid in the track, besides that which has been repaired at four fires in the shops of the Company. 30,000 new cross-ties have been purchased and laid in the track. 27 freight cars have been built in our shops and four passenger cars rebuilt, with a view to keeping good the equipment account and balancing the general depreciation of machinery.

The usual amount of new side tracks and other conveniences to accommodate an increasing business, have been provided during the year. The Company have also erected an engine house, and put in a turn table at Glendale, with a view to the better accommodation of the commutation travel, with an early and late train between Cincinnati and that point.

The construction account having been closed for several years, the cost of furnishing additional facilities for business is charged to transportation expenses.

Under the management of our attentive and experienced Superintendent, the road has been run with great regularity and freedom from accident to persons and property. Since the road was opened in the year 1851, over four millions of persons have been carried in the passenger trains, and but one of that large number (a child) has been killed while in the cars. This fact is highly gratifying to the Directors, and reflects great credit on the operatives of the road.

The contract for a division of business and earnings, made between the Little Miami, Columbus and Xenia, and Cincinnati, Hamilton and Dayton Companies, continues to be satisfactory and advantageous to all parties in interest, and we believe the future will more fully demonstrate the wisdom of the measure. Inequalities in the division of business may arise, but in such case the corrective will doubtless be cheerfully applied.

The apprehensions expressed by a few, that the contract would lead to burdensome charges for transportation of freight, have proven not to have been well founded. More uniformity of rates, by the two Miami Companies, have been maintained, and in this consists one of the great advantages of the contract to the parties. The reckless competition, so ruinous to most of the railroads of the West, has been avoided by them, and moderately remunerative rates obtained.

The policy of our Company is to deal equally and fairly with its connecting roads—to furnish all equal facilities, and to pro-rate with each. No effort is made on the part of our Company with agents to give a preference to one connecting road over another. The managers of this Company appreciate the importance of sustaining, as far as is consistent and in their power, each one of their natural allies, in its legitimate business, and they need only refer to the pecuniary aid heretofore extended to many of them, to fully sustain this declaration. Situated as the C., H. and D. road is, being a trunk to six connecting roads who compete with each other for the business of Cincinnati, it is found difficult to give full satisfaction to all.

Since the last annual meeting of our stockholders, death has removed from among them John C. Wright, one of our most valued and useful Directors. Judge Wright was one of the corporators of the Company, and was chosen Director and Treasurer on its first organization in 1847. He remained a Director, until his death, and was seldom absent from the meetings of the Board. Few men have departed from among us more respected and loved than our late associate. The original corporators of our Company in Cincinnati were Hon. John McLean, Hon. Jacob Burnet, Hon. Geo. P. Torrence, Hon. John C. Wright, Josiah Lawrence, Jacob Strader, and Samuel Fosdick, the latter gentleman being the only survivor.

The company have 22 locomotives. The number of miles run by engines with passenger trains was 222,095; by freight trains, 147,797; by other trains, 13,095—total miles run, 382,987, at a cost for repairs of $21,106 09; consuming 10,558 cords of wood, costing $34,570 63. The cost of 3,523¼ gallons of oil used was $2,730 71; and of tallow, packing and waste, $2,613 81.

CONDENSED BALANCE SHEET.

Construction	$2,648,296 38
Equipment	504,892 35
Real estate	266,188 67
Wood and material for repairs	41,258 46
Dayton and Western R. R. bonds	26,000 00
Dayton and Michigan R. R. bonds	40,000 00
Cincinnati, Hamilton and Dayton Railroad stock	2,247 26
Middleton Bridge stock	500 00
Bills receivable	35,617 04
Due from Post Office Department	2,250 00
Due from Railroad Companies	9,719 04
Due from individuals	11,525 77
Cash and cash items	119,897 20
Total	$3,708,392 17
Capital stock	$2,155,800 00
1st mortgage bonds, 1867	406,000 00
2d " " 1880	950,000 00
Surplus earnings	36,041 23
Interest on bonds	315 00
Dividend No. 12	75,453 00
Unclaimed dividend	2,833 65
Due Railroad Companies	48,939 34
Due individuals	18,309 67
Pay roll, March	14,700 28
Total	$3,708,392 17

President—S. S. L'HOMMEDIEU, Cincinnati.
Vice President—GEO. CARLISLE, "
Directors—Geo. W. Hill, John W. Ellis, John W. Hartwell, Stanley Matthews, Sam'l L'Hommedieu, Wm. Becket, Joseph B. Varnum.
Treasurer—LAFAYETTE BANKING COMPANY.
Secretary—FREDERICK H. SHORT.
Superintendent—DANIEL MCLAREN.
Freight Agent—JOSHUA R. REED.

Buffalo and Lake Huron Railway.

The petition of this company to the Legislative Assembly of Canada was presented on 30th April, and has since been published. The document contains a concise history of the undertaking, and sets forth the various vicissitudes out of which it has all but successfully struggled. The shareholders of the existing company do not trespass on the confines of fiction when they aver that they have constructed a first-class line—

Unsurpassed in permanency and completeness of execution by any railway on the continent, with the necessary stations and buildings, extending from the city of Buffalo to the town of Goderich, on the waters of Lake Huron, a distance of 163 miles, stretching directly across the peninsula of Canada, running through the most important part of the western portion of the province, and opening a highway to trade and commerce from the east and south-east to the north-west and the British possessions on the shores of Lake Superior—forming, in fact, an integral portion of the Grand Trunk system of Canada.

After reference to the extra expenditure incurred on the works at Goderich harbor, as well as in furnishing steam communication on Lake Huron, between Goderich and the various ports on Lake Michigan, by which it is intended to attract through the province a large amount of the carrying business which has hitherto been diverted to the Lake Shore and other American routes, the document further avows:

That in their efforts your petitioners have exhausted every resource and expedient possible, and yet they find that they must have a temporary loan of £100,000 to carry out the objects and designs aforesaid, or all their exertions will prove abortive, and their railway undertaking a lamentable failure.

That while all other railways in Canada have, to a greater or less extent, received assistance and encouragement from the Legislature, your peti-

tioners have never received, either directly or indirectly, any aid from the government of this province; but alone and single-handed, with their own money have constructed and completed the said railway, which your petitioners submit is of very great advantage to Canada as a province, and entitled to the favorable consideration of your honorable House.

It is therefore submitted, with what result remains to be seen, that the Legislature of Canada should lend its aid, to some extent, to the Buffalo and Lake Huron in this its hour of trial and need. The prayer of the petition is to the effect that the Governor in Council should be authorized to grant a loan of £100,000 sterling, in bonds running from 20 to 30 years, at 6 per cent., Government taking in exchange an equal amount of the bonds of the company, upon such terms and under such limitations as may seem necessary for securing the province against loss.

Important Meeting of Railroad Officers.

At a meeting of officers of the several railroads of Pennsylvania, called by the Governor of the State, at Harrisburg, and held in the hall of the House of Representatives, on Tuesday, the 4th of June, the following roads were represented:—

Cumberland Valley Railroad, by Judge Watts, President.

Schuylkill and Susquehanna Railroad, by Mr. U. R. Tracy, Superintendent.

Pennsylvania Railroad, by Mr. Enoch Lewis, Superintendent.

Philadelphia and Reading Railroad, by Mr. G. A. Nicolls, Superintendent.

Pittsburg, Fort Wayne and Chicago Railroad, by Mr. George C. Hathaway, General Ticket Agent.

Delaware, Lackawanna and Western Railroad, by Mr. John Brisbin, Superintendent.

Belvidere Delaware Railroad, by Mr. A. Welch, Engineer and Superintendent.

Philadelphia and Trenton Railroad, by Mr. V. L. Bradford, President.

Lackawanna and Bloomsburg Railroad, by Mr. J. P. Ilsley, Superintendent.

Philadelphia and Erie Railroad, by Mr. E. F. Gay, V. P. and Superintendent.

North Pennsylvania Railroad, by Mr. S. W. Roberts, Engineer and Superintendent.

Northern Central Railroad, by Mr. J. C. Clarke, Superintendent.

Hanover Branch Railroad, by Mr. Githburghen, Superintendent.

Lake Shore Railroad, by Mr. H. Nottingham, Superintendent.

Gettysburg Railroad, by Mr. Willis, Secretary.

Lehigh Valley Railroad, by Mr. R. H. Sayre, Superintendent.

West Chester and Philadelphia Railroad, by Mr. M. B. Hickman, President.

Norristown and Germantown Railroad, by Mr. H. K. Smith, Superintendent.

East Pennsylvania Railroad, by Mr. E. M. Clymer, President.

Elmira and Williamsport Railroad, by Mr. Thomas Kimber, Jr., President.

Catawissa Railroad, by Mr. T. Haskins Du Puy, President.

Mr. John A. Wright, Aid to the Governor, in the Chair, called the meeting to order, when Mr. Du Puy, of the Catawissa Railroad, was appointed Secretary.

To the question propounded by the Chairman—"Is there any provision in the charter of your company making special rates of fare and freight for the transportation of troops and munitions of war, whenever called upon for the purpose of suppressing insurrections or to repel invasions?" the general opinion expressed was, with but few exceptions, that there was not.

The following resolution was then offered by Judge Watts, and adopted:—

Resolved, That in the settlement of all accounts for transportation and freight upon the railroads of Pennsylvania—to be settled with the State—the charges should be at a reduction of 33⅓ per cent. for transporting passengers, and that for freight the charges shall be according to their respective tariff of rates; *Provided*, That no company be required to reduce their charges for passengers below two cents per mile.

The vote on this resolution being as follows:—

Yeas—Messrs. Watts, Tracy, Nicolls, Hathaway, Bradford, Roberts, Githburghen, Nottingham, Willis, Sayre and Clymer—11.

Nays—Messrs. Lewis, Brisbin, Ilsley, Gay, Clarke, Hickman, Smith and Kimber—8.

Messrs. Welch and Du Puy not voting.

The resolution was then announced as carried, and sent to the Governor for approval.

☞ Asa Whitney, Esq., the popular President of the Reading Railroad Company has resigned his position, to take effect on the 15th of July, and Mr. Charles E. Smith has been elected to fill the vacancy. J. Dutton Steele, Esq., also tendered his resignation as Vice President, to take effect on the 1st of September, and was unanimously elected Chief Engineer. M. Whitney will continue in the board of direction, and thus the Company will secure his experience and valuable services.

Watertown and Rome Railroad.

At a meeting of the stockholders of this company held on the 5th inst., the following gentlemen were elected directors for the ensuing year:

Wm. C. Pierrepont, P. Manor; Philip Dater, Samuel F. Phelps, John P. Yelverton, Marcellus Massey, New York; H. Alexander, jr., Henry Gray, Springfield, Mass,; Calvert Comstock, Albany; David Ulley, Rome; Solon D. Hungerford, Adams; Wm. Lord, Brownsville; Talcott H. Camp, Willard Ives, Watertown.

At a subsequent meeting of the Board, Wm. C. Pierrepont was re-elected President, and R. E. Hungerford, Secretary.

Dayton and Western Railroad.

This company was in default for overdue bonds and the interest on the same. We understand that an arrangement has been entered into, whereby the bondholders upon signing the agreement shall receive the overdue interest by the 18th of July, next.

Bondholders forbear enforcing right on condition—

1. That the company pay arrears of interest by July 1, next.

2. That the company furnish new coupon sheets till March, 1880, for half yearly interest at seven per cent.

3, That on and after the 1st of September, 1862, the company pay $15,000 semi-annually for interest and sinking fund, instead of $10,500 half yearly interest only.

4. The difference between interest on outstanding bonds, and $15,000 yearly payment to be used for buying up and cancelling bonds. By this means, if bonds are bought at par, the debt will be paid by March, 1880, or earlier, in proportion as bonds can be had below par.

5. The cancelled bonds to be surrendered to the trustee—Geo. S. Coe, Esq.—within thirty days from maturity of each coupon on and after September 1, 1862, so that the interest is paid on the 1st of March and September of each year, and the cancelled bonds surrendered to the trustee on or before the 1st of April and the 1st of October following each interest instalment. On punctual fulfillment of this agreement the first mortgage bondholders forbear proceedings on their overdue bonds—$300,000. About $200,000 bonds have consented, and near $70,000 or more are known to be willing to sign the agreement. This will leave but, $30,000 of the overdue first mortgage bonds to be found. The agrement stipulates for all holders of bonds who will sign, and inasmuch as only a majority can foreclose, it becomes the interest of all holders to consent, two-thirds having already consented.

Grain Crops of Iowa.

The Agricultural Bureau of Iowa have issued a carefully prepared circular giving the crop prospects of that State. It appears the breadth of wheat sown in the State is about one fourth more, of corn nearly one fifth more, and of pork for market there will be at least one third more than in 1860. And of the crop of corn of 1860, there appears to be over one third, and of wheat over one fourth on hand. That the indications for a good crop of wheat were never better, and that the yield would fully equal that of last year, 16 bushels per acre as the average of the State; and that about one half of the corn was planted by the 11th of May. In addition to the above, preparations are making for a greater breadth of sorghum and imphee than in any previous year. Last year the yield of wheat was upward of 19,000,000 bushels, or an average of 16 bushels to the acre; add for the additional breadth of land sown last Fall and this Spring, at the same average per acre, at least 4,000,000 bushels, and we have the probable amount of 23,000,000 bushels for 1861—all of which can be spared out of the State, as there are about 5,000,000 bushels on hand for home consumption for a year. This, if sold at 50 cents per bushel, will give $11,500,000. The corn goes into beef and pork. The published estimate of last year was $7,000,000 worth for both these items. This sum is nearly equally divided between them. From the date obtained we have a pretty sure prospective increase of one-third for pork over 1860, and from extensive inquiry and the known average increase, one fourth may be safely put down as the probable increased product of beef cattle. This will give the aggregate value $9,375,000 for 1861, for beef and pork. The result of all the above is, that the present prospective product of Iowa for the year 1861, beyond home consumption, for wheat, hogs and beef, will be worth $19,500,000.

Chicago and North-Western Railroad.

At the annual meeting of the bondholders and stockholders of the Chicago and North-Western Railway Company, held at Chicago on the 6th inst., the following gentlemen were elected directors for the ensuing year:

W. B. Ogden, Geo. Smith, Chicago, Ill.; Wm. A. Booth, Henry H. Boody, Lowell Holbrooke, David Dows, C. S. Seyton, Arthur Baldwin, New York; Geo. M. Bartholomew, Hartford, Conn.; M. C. Darling, Fond du Lac, Wis.; P. H. Smith, Appleton, Wis.; J. J. R. Pease, Janesville, Wis.; A. L. Pritchard, Watertown, Wis.

At a meeting of the new Board, held upon the same day, the following officers were chosen:

W. B. Ogden, President; P. H. Smith, Vice-President; Geo. L. Dunlap, Superintendent; Geo. P. Lee, Treasurer; James R. Young, Secretary.

Henry H. Boody was appointed agent of the company in the City of New York.

Public Law of Tennessee.

An act to prevent the collection of debts owing by citizens of Tennessee to citizens of the non-slaveholding States during hostilities.

Section 1. Be it enacted by the General Assembly of the State of Tennessee, That no person in any non-slaveholding State, their agents or attorneys in this State, shall have power to sue or collect any moneys owing to or any property claimed by the citizens of any such State, in Tennessee, during hostilities between Tennessee and the Federal Government.

Sec. 2. Be it further enacted, That it may and shall be lawful for such debtors to pay such moneys into the Treasury of the State, which sums shall be receipted for by the Treasurer, and shall be funded with interest upon the cessation of hostilities.

Sec. 3. Be it further enacted, That this act take effect from and after its passage.

Passed May 8, 1861.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	220,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,679	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,095,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	868	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,760	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,616	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	56
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,031	75,829	9,244,863	194.0	10 mo.	384,656	159,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,255	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	35¾
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	59¼
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	67
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,034	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '56	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	62.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,662,740	65.0	.....	270,953	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566.000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,605	—	.....
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412			180,497	300,000	75,000	.....			.....	.....	—	...
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	61.8	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	35
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	12½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	110
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,046,688	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	60.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*		2,853,400	1,955,500		.....	120.7	.....	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	60.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	100
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,383	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,698	653,533	36.0	75,866	16,577	2,562	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302			279,518	197,513	111,691	.....	8.4	24,428	15,891	.....	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	83,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	112½
30 Nov. '60	45.1	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....			.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	41½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	11
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....			.....	600,000							—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....			.....	575,000							—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....			.....	600,000	191,130						—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....			.....	500,000							—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....			.....	.....							—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	758,292		2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	86.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....			.....	.....	.....	.....			.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....			.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Mass.		—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,677	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	108
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....			.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	.....	5,312,019	33.8	522,731	1,113,882	670,720	10	114
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		164,157	.....	.....	.....			.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
3 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	----
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	32.9	93,894	84,119	11,215	—	----
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	.....	2,392,984	oper	by Western.	.....	.....	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	----
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	.....	14.8	20,647	26,858	13,429	5	----
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	----
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	.....	1,098,000	34.6	61,435	59,265	10,398	4½	----
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	.....	450,000	oper	r. by N. Y. & E.	24,000	—	6	----
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	.....	.....	500,000	oper	r. by Receivers.	30,000	6	----	
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	----
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	oper	r. b. B.N.Y. & E.	.....	.....	—	----
30 Sep. '59	17.3	—	0.5	—	4	3	60	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	.....	.....	.....	17.3	57,065	63,803	11,999	6	----
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	.....	150.0	700,224	1,842,636	770,096	—	82½
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	.....	.....	.....	—	—	—	—	—	----
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	.....	—	—	—	—	—	----
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*	—	1,852,716	755,998	12,283	.....	97.5	.....	'343,021	154,369	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	72½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	22
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	10
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	.....	4,799,287	121.8	347,800	382,932	120,850	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	----
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	----
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	.....	901,025	46.2	61,900	235,902	108,769	6	----
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	----
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	.....	18.0	17,620	12,025	.....	—	----
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	.....	385,000	oper	r. by Ren. & Sar.	30,150	7	—	----
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	.....	895,000	54.5	107,506	154,099	7,493	—	----
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	----
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	.....	.....	oper	r. by Long Isl.	37,560	9	—	----
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghamton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	----
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	----
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	.....	.....	294,731	oper	r. b. Hud's River.	.....	.....	6	----
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	.....	732,114	oper	r. by other Co's.	.....	.....	—	----
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	102,953	35,572	—	----
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	----
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,972	.....	.....	.....	.....	—	----
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	—	—	—	—	—	----
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	----
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,653	71,356	—	----
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	.....	489,437	249,666	7	71
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,541	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	----
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	.....	1,084,692	574,275	12	91
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	.....	.....	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.6	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	.....	798,155	414,456	6	22½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	oper	r. w. Lit. Miami.	170,795	8	81	
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	----
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	----
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	----
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865	—	----
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	----
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	.....	577,958	211,894	—	----
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	----
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper	r. by C., C. & C.	.....	.....	—	----
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Aug. '60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	----
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	.....	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,422	8	----
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	oper	r. b. Buf. & S. L.	.....	.....	10	----
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	158,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	163,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper	r. by C., W. & E.	.....	.....	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,888	.....	2,800,000	.....	.....	2,991,150	72.3	.....	656,192	379,976	10	----
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	----
30 Sep. '59	17.0	7.0	....	—	16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	----
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	....	31
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	.....	.....	1,000,000	28.0	oper. by Cam. & Amboy	.....	.....	....	125
31 Oct. '60	98.0	6.0	....	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	.....	200.5	48,677	1,236,597	471,712	6½	32½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased. etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA; (*Continued.*)													
31 Oct.' '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	.....	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	—	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
31 Mar. '59	78.0	—	....	—	....	....	....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	60.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.													....
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													....
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,137	—	....
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	812,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859.....	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													....
— — '58	32.0	—	....	158.0	.....	.....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	.....	.....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,566	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	.....	.....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
— — '59	28.0	—	....	756.0	.....	.....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													....
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,619	—	....
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	479,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	90
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													....
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													....
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	....
— — '57	42.0	—	....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '60	191.9	42.5	28.3	—	.....	.....	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	12
— — '57	50.0	—	....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								CANADA.													....
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													....
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108.0	193,683	116,225	41,985	—	....
31 Dec. '60	60.0	—	....	....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	.....	.....	—	....
								NOVA SCOTIA.													....
— — '59	61.5	—	....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													....
Dec '60	48.7	—	....	—	.....	.....	.....	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	13	106

New York Stock Exchange.

Sale Prices for the week ending June 12, 1861.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
FEDERAL STOCKS:—						
U. S. 5s, 1874	78	77⅛	....	....	76	....
U. S. 6s, 1881	84⅛	84	83⅛	83⅛	83⅛	83⅛
STATE STOCKS:—						
California 7s	74	76⅛	....	75	....	....
Georgia 6s	....	....	....	53½	55	56
Illinois 6s	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	78
" 2⅛s	....	....	....	....	....	....
Kentucky 6s	....	....	....	78	....	....
Louisiana 6s	....	55	55	55	54	54
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	39	38	38	38	36	37
New York 5s, 1870	....	....	....	....	....	....
" 7s, 1864	....	102	....	....	....	....
North Carolina 6s	51	51	50	51	51⅛	51
Ohio 6s, 1886	....	....	....	....	....	....
Tennessee 6s, 1890	40	39	37	37	35	35
Virginia 6s	45⅛	44	42	42	41⅛	40
RAILROAD SHARES:—						
Chicago, Burl. and Q.	54	53	53	55	55	56
Chicago and Rock Isl.	33	33	32⅛	33	34	35
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
Clev. and Toledo	21	21	20⅛	21⅛	21⅛	22
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	57	56	56	57⅛	57⅛	59⅛
Hudson River	32	34⅛	34	32	32	32⅛
Illinois Central (scrip)	64	62	63	62	64⅛	67
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	41	40	40	40	40	41⅛
M. S. and N. I. guar'd,	23⅛	23⅛	23	23⅛	23⅛	25
M. S. and N. I.	11	10⅛	10⅛	11	10⅛	11
Mil. and P. du Chien	....	....	....	....	....	....
New Jersey Central	....	....	108	....	....	....
New York Central	71⅛	72	71⅛	71⅛	72⅛	72⅛
New York and Erie	21⅛	21⅛	23	21⅛	21⅛	22
N. York and Harlem	10	11	10⅛	10⅛	10⅛	10
N. Y. and H. "pref."	25	24	24	23⅛	23⅛	24
Panama	106	105	104	105	105	106
Phila. and Reading	36	30⅛	30⅛	30⅛	30⅛	31
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	72	....	....	....	....	....
D. L. & W. 1M. 8p.c. '71-5	....	....	....	95	....	....
" 2M. 8p.c. '81	....	....	....	....	....	89
Gal. and Ch. 1M. 8p.c. '63	....	....	....	....	....	....
" 2M. 8p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1M. 7p.c. '69	....	106	....	107	....	....
" 2M. 7p.c. '60	....	....	....	....	....	....
" 3M. 7p.c. '75	....	78	....	....	....	....
Illinois Centr. 7 p.c. '75	91	90	90	89	89⅛	90
" " 6p.c. '75	91	90	90	89	89⅛	90
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	93	93	....	91	91
" conv. 8p.c. '69	....	....	....	....	....	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F. - 71	....	....	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	103
N. Y. C. 6p.c. certif. '83	....	....	90½	....	....	....
" 1 M. 7 p.c. '64	....	....	....	102	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	102	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	....	83	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7p.c. '62	....	....	....	52	....	....
" " 7p.c. '71	....	....	....	....	....	53
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7p.c. '73	96	....	....	....	....	....
" 2 M. 7p.c. '64	....	....	....	....	....	....
" 3 M. 7p.c. '67	....	....	....	78⅛	70	....
Penn. 1M. 7p.c. conv. '86	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1M. 8s '72	....	....	....	....	....	....
" " 2M. 8s '70	....	....	....	....	....	....
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	....	77	76	75	75	75
America, Bank of	36	....	....	....	....	....
Commerce, Bank of	....	....	79	....	....	80
Merchants' Exch. B'k	....	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	83	....	82	....	82	80
MINING STOCK:—						
Pittsburg	....	....	....	....	....	40
Rockland	....	....	....	....	....	12
Minnesota	....	....	....	....	....	61
Isle Royale	....	....	....	....	....	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	80	80	80	....	....	....
Cumberland Coal Co.	....	....	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	61	60	59	62	62	63
Canton	....	8⅛	....	8	8⅛	....
Brooklyn Water W's	....	....	....	100	....	....

The following are the closing prices in the London Market on the 28th May:

United States 5 p. c. red. '74	69	to	71
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	83	to	85
Do. do. Fr. L'd red. '60.	92⅛	to	93⅛
Do. $100 shares, all p'd.	60	to	62
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	79	to	81
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	90	to	92
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	75	to	78
Do. Bonds, 1862, '71, '75 do.	48	to	52
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	83	to	85
Do. 2d mort. 6 per cent. sterling	80	to	82
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, June 15, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Money and Business.

The same torpor that has heretofore characterized the money market continues. Specie flows into the country, and money is abundant, from the absence of business demand. The civil strife begins to assume an imposing aspect, from the magnitude and vast scale of its operations, making a demand for every description of war material. Northern Railways and Northern State and City Bonds maintain good prices. The uncertainty as to the amount of money the United States Government may require, keeps down the price of its stocks.

Opinion is divided as to the financial policy of Mr. Secretary Chase. The feeling in financial circles in this city is, that the April loan should have all been issued, at 94 cents, the price offered. Mr. Chase's reputation as a financier depends on his appeal to Congress, soon to meet on the 4th proximo. A war tariff to continue during the war, yielding an annual revenue of $200,000,000, will at once raise our public funds, and enable the Government to raise at 6 per cent. per annum, all the money they may want.

In 1859 the British Government raised in revenue £12,462,303 sterling on spirits; £2,462,162 on wine; £6,852,458 on malt; £462,886 on hops; £19,787,642 sterling or over $95,000,000, on spirits, wine and malt liquors alone. A heavy excise duty on liquors of all sorts, and on Tobacco should be imposed, and a moderate duty on tea and coffee.

The subjoined table gives the leading items on which Custom duties are collected in the British Islands:

	1858. Duty collected.	1859. Duty collected.
Tea	£5,186,171	£5,408,924
Sugar	6,223,433	6,271,103
Tobacco	5,331,521	5,433,463
Spirits	2,245,607	2,462,112
Wine	1,827,087	1,928,302
Coffee	442,120	431,861

The subjoined table shows the sources of the English excise duty, in 1858–1859.

	1858.	1859.
Spirits	£9,188,842	£10,000,191
Malt	5,292,642	6,852,458
Hops	416,478	462,881
Paper	1,281,023	1,451,254
Hackney carriages	82,129	86,208
Stage carriages	125,016	127,673
Railways	339,596	359,212
Licenses	1,436,892	1,464,575
Game certificates	12,228	13,047
Race courses	5,771	6,233
Total	£18,480,572	£20,823,727

Of tea our consumption in 1860 was 25,223,322 lbs.; of coffee 180,903,555 lbs. A tax of 20 cents per lb. on tea, and 10 cents per lb. on coffee would give a revenue of $20,000,000, allowing for a falling off in the consumption.

As depressing as the existing troubles are to business generally, some branches of manufactures are stimulated thereby. We may instance the great locomotive builders M. W. Baldwin & Co., of Philadelphia, whose orders from the Pennsylvania Railroad Co., alone for the year 1861, will amount probably to over $200,000. In addition to which they are understood to have been offered a large amount of work for the U. S. Government.

The Pennsylvania Railroad Co. are operating the roads held by the Government, and hence their urgent and unusual demand for equipment.

The Northern machine shops are busy in rifling cannon for the Government, or building engines for the new war steamers.

The seven steam sloops-of-war authorized by the last Congress are to be named as follows: Those to be built at Portsmouth, N. H., the Kearsage and Ossippee; the two at Boston, Housatonic and Wachusett; the one at New York Adirondack, and those at Philadelphia, Juniata and Tuscarora.

Letters from well-informed parties in Missouri express the opinion that there is a fair probability that the State interest due in July will be met. The efforts of those who are endeavoring to bring about this desirable result do not, however, appear to extend beyond paying the coupons in St. Louis.

The St. Louis *Republican* says the Banks of St. Louis hold $700,000 of the State Bonds, and they will pay $500,000 on the 18th of June instant to protest the interest on that class of bonds.

The St. Louis *Democrat* says: "We are in receipt of letters from bondholders, inquiring about the payment of the July interest on the State debt; but without presuming to speak from authority, we say that from the best information we can gather, the interest will be paid. Our readers must understand, however, that this is only an opinion based upon such facts as come under our observation, in a daily diligent search after financial news; and after all, we may be in error, but we hope not. All good citizens of this State are deeply desirous of having the interest paid, and the credit and integrity of the State preserved intact."

The Merrimac Manufacturing Company, of Lowell, has declared a dividend of three per cent., payable on demand.

The Governor of Wisconsin offers to capitalists $100,000 in bonds of $1,000 each, of the State loan of $200,000 authorized by act of the Legislature. The law provides they shall not be sold at less than par, but "currency" may be taken for them.

The Banks of Maine took $600,000 of the $1,300,000 loan, authorized for the equipment of their soldiers, and advanced the amount at once. The State Treasurer of Maine advertises for $300,000 of this loan. It will be all taken at home and above par. The State Debt of Maine was only $700,000 before the creation of the recent war loan.

At a meeting of the Board of Underwriters on the 10th inst., the following rates were agreed upon: To and from ports in the West Indies, 3 per cent.; to ports in Mexico, 4; to East Coast of South America, 3; West Coast of Africa, 3; Europe, 2; China and India, 4; West Coast of America, 3.

The favorable news from Europe by the Adriatic will cause a decline in these rates.

The British Navigation and Trade returns for 1860, shows that the exports and imports of gold for 1859 and 1860 was as follows:

	1859.	1860.
Imports of gold	£37,070,156	£22,978,196
Exports of gold	35,685,803	25,544,768

The exports and imports from the United States are as follows:

	1858.	1869.
Imports	£9,672,281	£4,792,582
Exports	14,342	1,727,220

Since January 1, 1861, the exports of gold from England to the United States has been over $30,000,000.

The following table shows the importation of breadstuffs into England for the year 1860:

Corn.	Wheat	5,906,181 quarters.
	Barley	2,622,021 "
	Oats	2,308,284 "
	Peas	367,536 "
	Beans	460,865 "
	Indian corn	1,855,660 "
Wheat meal		5,139,253 cwts.
Indian meal		7,625 "

This is equal to 108,566,531 bushels.

The Pittsburg, Fort Wayne and Chicago, the Michigan Southern, and the Michigan Central Roads receive now for passage or freight charges nothing but specie funds.

The Boston and Worcester Railroad has declared a semi-annual dividend of 4 per cent., payable July 1, to holders of 15th inst.

The Mechanics' and Farmers' Bank of Albany has declared a semi-annual dividend of 5 per cent., payable on and after July 1st.

The Harrisburg *Telegraph* learns that Thos. A. Scott, Vice-President of the Pennsylvania Railroad, will have charge of all the Southern Railroads taken possession of during the prosecution of the war.

The Western Railroad (Massachussetts) is doing a large freight business. The traffic, however, is mostly one way, the trains going West being nearly empty. The large receipts, therefore, do not give a corresponding increase in net earnings. The Western Railroad shows an increase of receipts in May of $4,500 over May, 1860.

We are informed that the State of Virginia has remitted to England the funds for the payment of the coupons on her State debt due 1st July.

Since the closing of the Boston steamer mail of Wednesday, the market for bills is quiet; but if anything a fraction weaker. Merchants 103*a* 104¾; Bankers' 105¼*a*105¾. The Export movement of Domestic Produce from New York this week is as follows:

	1859.	1860.	1861.
Total for the week	$1,000,042	$1,871,727	$2.520.013
Prev. report'd.	27,515,455	36,038,879	52,391,477
Since Jan. 1.	$28,515,497	$38,910,606	$57,911,490

The Watertown and Rome Railroad Company have declared a dividend of 3 per cent., payable July 1.

Hanover Branch Railroad.

This company was chartered on the 16th of March, 1847. Construction was commenced on the 20th of March, 1851; and the road completed and opened for business on the 1st of August, 1852. The road is 12.20 miles in length, commencing at Hanover Junction, on the Northern Central Railroad, 46 miles north of Baltimore, and extending westwardly to Hanover, at which point a junction is formed with the Gettysburg road, 17 miles in length, and with the Littlestown road, 7¼ miles in length. Both of these roads are operated by the Hanover Branch Railroad Company—the former since the 1st of January, the latter during the year. We have received a copy of the 9th annual report of the directors, from which we learn that the gross earnings for the fiscal year ending March 31, 1861, were:

From freight, passengers, etc		$27,843 95
" working Gettysburg Railroad		1,200 00
" Littlestown Railroad		2,113 80
Total earnings		$31,157 75
The expenses were:		
Transportation	$3,564 12	
Motive power	4,794 50	
Fuel	3,689 16	
Repairs of road and cars	3,715 70	
Oil and waste	381 60	
Telegraph	106 00	
General expenses	1,279 06	
		17,530 34
Balance		$13,627 41

—about 43½ per cent. of the gross earnings.

The receipts from all sources during the year have been as follows:

Earnings, as above		$31,157 75
Sale of iron, wood, land, car hire, stock subscription, rent, etc.		1,212 06
Balance in treasury last year		1,647 45
		$34,017 26
The disbursements were:		
Working expenses as above.	$17,530 34	
Renewal expenses	8,689 85	
Extraordinary expenses	2,517 41	
Rolling stock	3,878 25	
Interest	2,100 00	
Old claims	57 13	
Dividends	116 00	
		34,888 98
Balance due treasurer		$871 72

The following is a statement of the passenger and freight receipts during the eight years' operation of the road:

	Passenger.	Freight.
1853	$7,925 10	$12,200 00
1854	8,910 43	14,584 83
1855	7,842 88	14,544 17
1856	8,486 02	22,617 24
1857	8,805 65	18,659 84
1858	8,877 66	16,354 18
1859	9,523 93	17,544 31
1860	8,657 77	18,368 84

The leading articles of freight transported during the past year were: iron ore 11,382,600 lbs.; grain, 11,571,581 lbs.; coal, 21,610,394 lbs.; lumber, 14,007,060 ft.; flour, 8,350 bbls.

The Gettysburg Railroad has been worked in connection with this road since the 1st of January last, this company having purchased the rolling stock at a cost of $8,000, to be paid one half in cash, or its equivalent, and the balance in working the road at $400 per month. But one round trip per day is made upon the Littlestown road. A contract has been made for the labor in the maintenance of the repairs of the road for one year from April 1st, at $2,840. It is thought that 50 tons of new rails, and 5,000 cross-ties will be ample for that purpose. The ballasting of the road has also been stipulated for. All the bridges and culverts, with one exception, have been rebuilt or repaired. There were carried over the road during the year 14,622 through and 5,099 way passengers. The report says:

With strict economy in the management of the road, it is hoped that the excellent credit which the company has heretofore enjoyed, can be maintained, and that the succeeding Board will at the maturity of the bonded debt, in February next, be enabled to obtain an extension from the holders of this mortgage, or such portion thereof, as may be beyond the means of the company to redeem.

The equipment of the road consists of 4 locomotives, 3 passenger, 24 freight, and 10 dumping and sand cars.

The resources and liabilities of the company are as follows:

Road, building, and fixtures	$176,683 38
Equipment	37,210 00
Real estate	785 39
Materials on hand	8,125 75
Bills and outstanding claims	960 00
Cash	81 49
	$223,846 01
Capital stock	$121,600 00
Mortgage bonds	35,000 00
Profits from earnings of road	61,370 96
Bills payable	285 00
Profit and loss	380 58
Dividends due	216 00
Notes given for equipment	1,321 75
Amount to be worked out for do.	2,800 00
" overdrawn on treasurer	871 72
	$223,846 01

A GUIDE TO INDIAN INVESTMENTS.—By a Manchester Man.—Trubner and Co., Paternosterrow, London.

This pamphlet treats of the nine principal railways in India, together with the Madras Irrigation Company, Oriental Inland Steam Company, and the Peninsular and Oriental Steam Company, their position, ability to pay, &c., &c., and comes to the conclusion that though railways may return fair dividends in India they will never pay like Irrigation and internal navigation. That may be, but some of the positions of the author are by no means tenable in respect of railways. He appears to have a strong bias in favor of irrigation and internal navigation as against railways. Thus he quotes as evidence from Dr. Lardner, "that goods generally cannot bear the cost of railway transit," a statement notoriously at variance with experience and upon a par with the Doctor's other assertion, that a steamer could never cross the Atlantic! No doubt there may be other enterprises in India as in any other country, which may pay better than railways for short periods, but we question if any in the long run will be as profitable and steady in their prosperity, if only ordinarily well managed, as railways. In his quotations of the returns of the nine Indian railways they all at present pay

above 5 per cent.—pretty well for so short a time; while his Madras Irrigation Company returns under 5 per cent. on the cost. It is true that his Oriental Steam Company pay above 11 per cent., but steam cannot go where railways go, and as he says it is under exceptional circumstances.—*Herapath.*

Catawissa Railroad Company.

EXTRACTS OF FIRST ANNUAL REPORT TO THE STOCKHOLDERS.

The 31st of December having been determined upon as the proper time to end the fiscal year of the corporation, your Board of Directors, in conformity with the requirements of the charter, submit to the shareholders a statement of the affairs of the company, during the months of September, October, November and December, of the year 1860, with detailed accounts of the operations of the road from the officers in charge.

The legal requirements, necessary to enable us to take possession of the property, late of the Catawissa, Williamsport and Erie Railroad Company, purchased on the 2nd day of July last, were, from various causes beyond our control, not consummated until the 1st of October, when occupation was had on the assumption by us of the September obligations of the Receiver of the former Company, and also of the various expenses incurred for the organization of this corporation, as per agreements made by the committee of Catawissa, Williamsport and Erie bondholders.

The capital of the company is represented:

By 44,000 shares prefe'd st'k at $50 each.	$2,200,000
" 23,000 " common " " " .	1,150,000
" chattle mortgage on engine No. 22, and 50 coal cars.	34,000
In all	$3,384,000

To which should be added the Catawissa, Williamsport and Erie Railroad Company chattle mortgage, due Patrick O'Reilly, for engine No. 21, and 26 flat cars, for $19,500, now in use by us, and for which we pay semi-annually, $975.

The amount of capital stock issued to 1st January, 1861, is as follows:

28,561 shares prefe'd stock at $50 each.	$1,428,050
10,623 " common " " " .	531,150
Chattle mortgage.	33,500
Amount	$1,992,700

Yet unissued, but ready for delivery as agreed:

15,439 shares preferred stock at $50 each.	$771,950
12,377 " common " " " .	618,850
Chattel mortgage.	500
Amount	$1,391,300

The earnings of the road have not come up to the expectations formed, while on the other hand the expenditures for its account have been extensive. The embarrassments entailed upon this enterprise, during years of trouble, resulting in the bad condition of the roadway and machinery, as received by your officers, will continue to demand large expenditures, which cannot be properly compared with the receipts from business transacted, until the whole property is placed in the good condition demanded by a wise economy.

The peculiar position of your road, commencing at a point in the woods, eight miles north of the town of Tamaqua, in Schuylkill county, with two-thirds of its whole length located upon unproductive mountain sides, crossing deep ravines upon high bridges, and ending at the town of Milton, on the West Branch of the Susquehanna river, has to some extent begotton an unjust feeling of distrust, and placed it, unnecessarily and unprofitably to all interests, almost wholly at the mercy of its terminal connecting roads, both of which have an alternative route to all our business points. These causes have forced your road in self-protection, and in an imperfect manner, to become a link, measurably beyond our own control, in the chain of roads leading from Philadelphia to Western New York and Buffalo, on the trade of which it has heretofore mainly relied. The close competition forced upon all railroads, by the depressed condition of industrial pursuits, driving them to the acceptance of unremunerative rates, has borne particularly hard upon your property. To each of these several conditions, thus briefly shadowed out to your notice, must be attributed, in a greater or less degree, the results submitted.

The engines and cars of your company are run over the following roads, under agreements and contracts, by which a certain portion of the receipts thereon and therefrom are paid for the privilege:

	Miles.
Sunbury and Erie Railroad	27
Little Schuylkill Railroad	28
Quakake Railroad	14
Beaver Meadow Railroad	13
Leased	82
Add Catawissa Railroad	64
Total miles operated by C. R. R. Co.	146

The receipts and expenditures during your ownership (four months) have been:

Receipts from road	$95,790 96
Expenses on road, machinery, &c	80,820 54
Net income	$14,970 42

Your company, having no repair nor machine shops, is obliged to depend upon the shops of the Little Schuylkill Railroad Company, at Tamaqua, and those of the Elmira and Williamsport Railroad Company, at Williamsport, for the repairs required by your machinery and cars.

The opening of the Mahanoy coal basin, by the completion of the tunnel on the East Mahanoy Railroad, will in all probability so increase the business of the Little Schuylkill Railroad, as to require the full use of their shops and machinery for their own repairs. The determination of the Sunbury and Erie Railroad Company, in regard to the perpetual contract, practically compelling us to end the run of our engines at Milton, makes Williamsport ineligible to us as a place for repairs.

The Board of Directors are therefore clearly of the opinion, that a reasonable expenditure should be made at an early day, in the erection of, and stocking with suitable machinery, repair and machine shops, at some proper point on the line of your own road, where repairs can be attended to, and a gradual increase of rolling stock can be made, under the directions and control of your own officers, at a marked saving over rates now paid. * * * * * * * *

T. Haskins Du Puy, *President.*

Philadelphia, March, 1861.

Philadelphia and Erie Railroad.

A special meeting of the stockholders of this company is to be held on the 27th inst., to consider a proposition for the leasing and completion of the road from Sunbury to Erie. The proposition, we learn, is to come from the Pennsylvania Railroad Company for a lease of the road for ninety-nine years. The ability of the Pennsylvania to complete the Philadelphia and Erie at this time is unquestioned, and they are the only parties, perhaps, that can do it under the present circumstances. Should the stockholders accept the proposition when made, it will be the means of completing, at an early day, the great route to Lake Erie, and the whole line from Philadelphia to Erie City will be under the management of the Pennsylvania Railroad Company—that corporation now having control of the Harrisburg and Lancaster Railroad and the Northern Central from Harrisburg to Sunbury.—*Phila. Commercial List.*

Chicago and Rock Island Railroad.

The Directors of this road for the current year are:—Harry Farnham, Theodore S. Faxton, Thomas C. Durant, Chas. W. Durant, John B. Jervis, Nathan Peck, Francis H. Tows, Robert A. Forsyth, Ebenezer Cook, David W. Dunham and Clark Durant.

Halifax and Quebec Railway.

The following memorandum has been published for circulation, in anticipation of the debates which are likely to take place in the House of Lords and the House of Commons with respect to this important Imperial undertaking:—

In 1838, on the establishment of Transatlantic steam navigation, Lord Melbourne's Administration directed Lord Durham to report upon the best mode of opening up a communication between Halifax and Quebec.

In 1839, Lord Durham, in his report on British North America, strongly urged the construction of a railway.

In 1843, a survey for a military road was made at the instance of the Home Government, but afterwards abandoned in favor of a railway.

In 1846, Mr. Gladstone, Secretary of State for the Colonies, organized a survey for a railway by Royal Engineers.

In 1848 that survey was completed; and the report thereon, by Major Robinson and Captain Henderson, was presented to Parliament in February, 1849.

Canada, New Brunswick, and Nova Scotia contributed 30,000*l.* to expenses of that survey.

In 1851, Lord John Russell's Administration, through Lord Grey, the Colonial Minister, in a despatch to the Governor General of British North America, dated the 14th of March of that year, pledged the Imperial guarantee, or to advance the money from the British Treasury, on an estimate that the line would cost 5,000,000*l.* sterling.

In 1852 that pledge was renewed by Lord Derby's Administration, but fell into abeyance on a question of route; but the pledge has never been withdrawn.

Canada has since that time made 2,000 miles of railway westward from Quebec, and also 114 miles of the line from Quebec towards Halifax; New Brunswick has also made 110 miles of the line, extending from Shediac to St. John; and Nova Scotia has made 60 miles of the line, extending from Halifax to Truro, and a branch line to Windsor of 38 miles.

The length of line remaining to be constructed is 350 miles, and which can be fully completed and equipped for 3,000,000*l.* sterling.

In the autumn of 1858, Canada, New Brunswick, and Nova Scotia made a joint application to the Imperial Government, expressing their inability to complete the undertaking without Imperial aid.

Canada, New Brunswick, and Nova Scotia have granted to her Majesty 60,000*l.* per annum, and all the ungranted lands within ten miles on either side of the line, and a free right of way through all private property, providing her Majesty's Government will, by themselves, or, through the instrumentality of a private company, complete the railway.

Her Majesty's Government are asked to give 60,000*l.* per annum for the carriage of the mails, military stores, and troops between Halifax and Quebec, and with that and the provincial grant guaranteed for a series of years by the Imperial Government, the necessary capital can be raised to complete the railway.

Against the foregoing sum of 60,000*l.*, the Governments of Canada, New Brunswick, and Nova Scotia estimate a saving to the Imperial Treasury of 70,000*l.* per annum, exclusive of the great saving the railway would effect in the Imperial military expenditure, which amounts at present to about 420,000*l.* a year.

Upwards of 20,000,000*l.* of British capital invested in Canadian railways is in great jeopardy, owing to the want of access to and from the Atlantic through British territory.

The Grand Trunk Railway was constructed on the distinct assurance that the line would be continued through New Brunswick and Nova Scotia to the Atlantic by the Imperial and Provincial Governments.

Canada during last session, and New Brunswick and Nova Scotia have, during the present session of their several Parliaments, unanimously passed joint addresses to her Majesty from both branches

of their several Legislatures, asking for such aid as will secure the immediate construction of this railway.

Particular attention is directed to the petitions which have just been presented to Parliament, and to copies of the addresses to her Majesty from Canada, New Brunswick and Nova Scotia.

We have already published the addresses. The petitions are presented from the bankers, merchants, manufacturers, &c., of London, Liverpool, Manchester, Glasgow, and Bristol.—*London Canadian News.*

Ohio and Mississippi Railroad.

The annual meeting of this company was held on the 4th inst. This was, however, merely a formal meeting, as all the stock is now in the hands of the trustees. The revenue for the year ending April 30, 1861, was as follows:

From passengers	$472,998 80
" freight	357,290 43
" express	22,328 50
" mail	46,200 00
	$898,817 73

And the expenses were:

Transportation expenses	$246,263 98	
Repairs of road	220,468 08	
" bridge	47,007 55	
" water station	2,432 20	
" depots	11,116 20	
" passenger cars	27,314 33	
" freight cars	16,356 86	
" locomotives	45,300 31	
" shops, tools, and machinery	4,354 92	
Oil, tallow, and waste	17,889 34	
Book printing and stationery	4,223 17	
Loss and damage to freight	13,976 77	
Loss passenger and bag'ge.	1,000 98	
Cattle killed	7,640 19	
Gratuities	1,170 33	
Interest and discount	16,274 33	
Fuel	62,359 41	
		745,148 96
Balance		$153,668 77

A comparison of the revenue of the past with that of the preceding year shows a falling off of $116,666 72, with an increase in expenses of $11,856 83. The following is a comparative statement of construction account for the years 1860 and 1861—showing a reduction of $63,296 48:

	1860.	1861.
Superstructure, for side tracks, &c.	$6,416 06	$2,155 69
Ballasting road bed	19,366 63	7,528 05
Building bridges	48,796 57	8,566 63
Depot	8,024 57	4,554 66
Fencing	1,385 46	505 77
Right of way settled	9,710 33	2,331 56
Water stations	239 22	.....
Total	$88,938 84	$25,642 36

English Railway Statistics for 1859.

Including all the Railways in the United Kingdom. *Compiled from the Returns of the Board of Trade.*

Capital authorized at 31st December, 1859—

Share	£285,434,181
Loan	98,282,170
Total capital authorized	£383,716,351

Capital paid up at 31st December, 1859—

Share—Ordinary	£184,560,019	
Preference	63,555,179	
		£248,115,198
Loan—Debentures	£80,628,116	
Debenture stock,	5,619,614	
		86,247,730
Total capital paid up		£334,362,928

Length of line open for traffic ..... 10,002 miles.
Do. do. in course of construction 1,020 "

Total number of persons employed at 30th June, 1860, on lines open 127,450
Do. do. on lines in course of construction 53,923

Total number of stations 3,601

Passengers conveyed of all classes ... 149,757,294
(N. B.—Periodical ticket holders 49,856 not included).

Miles traveled by passengers 2,018,767,803
Average 13½ miles per passenger.

Receipts from passengers £11,118,579
Average 1s. 6d. per passenger.

Receipts from luggage, parcels, horses, carriages and dogs	951,358
Receipts from mails	467,556
Total receipts from passengers, luggage, etc., and mails	£12,537,493

General merchandise conveyed .. 27,005,737 tons.
Receipts from general merchandise ... £8,373,283
Average 6s. 2¼d. per ton.

Minerals of all kinds conveyed .. 51,756,782 tons.
Receipts from minerals £4,223,002
Average 1s. 7½d. per ton.

Live stock carried ..... 12,805,613 heads.
Receipts from live stock £609,722
Average 11¼d. per head.

Total receipts from all sources £25,743,502

Number of trains run—

Passenger	2,223,696
Goods, etc.	1,361,152
Total	3,594,848

Number of miles run by trains—
Passenger. 49,753,344 aver. p. train 22¼ miles.
Goods, etc. 43,762,452 do. do. 32¼ "

Total ... 93,515,796
Average per train, 27 miles.

Average receipts per passenger train	£5 12 3
Average receipts per goods train (including minerals and cattle)	9 14 2
Average receipts per mile per passenger train	0 5 0½
Average receipts per mile per goods train (including minerals and cattle)	0 6 0½

The Banks of Illinois.

The Springfield (Ill.) correspondent of the Missouri *Democrat*, under date of the 1st of June, writes:

"The long protracted depreciation of Illinois currency has at last impressed the idea upon the Bank Commissioners that something ought to be done. Accordingly they act, and as it is a step that should have been taken some time since, it will be a matter of greater rejoicing now, as the need is more urgent. They have found by an examination in the office of the Auditor of Public Accounts, what every man, who has been handling currency, knew a long time ago, that the circulation of several of our wild cat banks exceeds the present value of their securities deposited with the State Treasurer. Therefore, they notify the officers of the said banks, that they are respectively required to deposit with the Auditor, by the 20th of August next, other securities to cover this deficiency, or surrender to that officer to be burned, such an amount of their bills as will reduce the circulation to the proportion of the present value of their securities, or, the aforesaid banks will be put in liquidation, and their securities sold for whatever they will bring.

Here follows a list of 49 banks so called upon, together with the amount of their circulation and deficit, May 24, 1861, the former amounting to $4,551,179, and the latter to $1,666,836. The writer continues:

By the quarterly statement of the Auditor, it appears that the aggregate circulation of these banks on the 1st of April last was $4,688,561. But on the 24th of May, the circulation of the same banks was but $4,551,179. Between these two dates, therefore, $137,382 was retired from circulation. What the bankers paid for this nobody knows—it may be twenty cents on the dollar, or less or more; it was used at the Auditor's office to reclaim bonds at the same rate at which those bonds were deposited. And while the Bank Commissioners have been more than a month ascertaining that there was anything wrong with the securities of these banks, all this while the people of the State have been losing by their depreciation.

The road is now made clear by this call, and all bill-holders may exchange their rags for bonds. The consequence will be that, in a few days at furthest, this worthless stuff which we have been accustomed to call money, will disappear from among us. There are now in all *sixty seven* banks under call, with a circulation of $6,242,437. More than half of the twelve millions which was in circulation on the first of January, is now discredited, and will soon be among the things that were.

Upon 44 banks the aggregate circulation of which was $4,067,911, no call of any kind was made.

The Shipment of Cotton.

The *Mobile* (Ala.) *Register* publishes the act passed by the Confederate Congress on the 21st of May, prohibiting the exportation of cotton except through the Southern seaports. It reads as follows:

AN ACT *to prohibit the exportation of Cotton from the Confederated States, except through the seaports of said States, and to punish persons offending therein.*

SECTION 1. The Congress of the Confederate States of America do enact that from and after the first day of June next, and during the existence of the blockade of any of the ports of the Confederate States of America by the Government of the United States, it shall not be lawful for any person to export any raw cotton or cotton yarn from the Confederate States of America, except through the seaports of the said Confederate States; and it shall be the duty of all the Marshals and revenue officers of the said Confederate States to prevent all violations of this act.

SEC. 2. If any person shall violate, or attempt to violate or evade, the provisions of the foregoing section, he shall forfeit the cotton or cotton yarn thus attempted to be illegally exported, for the use of the Confederate States; and in addition thereto, he shall be guilty of a misdemeanor, and on conviction thereof shall be fined in a sum not exceeding five thousand dollars, or else imprisoned in some public jail or penitentiary for a period not exceeding six months, at the discretion of the court, after a conviction upon trial by a court of competent jurisdiction.

SEC. 3. Any person informing as to a violation, or attempt to violate, the provisions of this act, shall be entitled to one half the proceeds of the article forfeited by reason of his information.

SEC. 4. Any Justice of the Peace, on information under oath from any person of a violation, or attempt to violate this act, may issue his warrant, and cause the cotton or cotton yarn specified in the affidavit to be seized and retained until an investigation can be had before the Court of the Confederate States.

SEC. 5. Every steamboat or railroad car which shall be used with the consent of the owner or person having the same in charge, for the purpose of violating this act, shall be forfeited in like manner to the use of the Confederate States. But nothing in this act shall be so construed as to prohibit the exportation to Mexico, through its coterminous frontier.

Congress C. S. A., May 21, 1861.

I, J. J. Hooper, Secretary of the Congress of the Confederate States of America, do hereby certify that the foregoing is a true and correct copy of an act "To prohibit the exportation of cotton from the Confederate States, except through the sea-

ports of said States, and to punish persons offending therein," which passed Congress, and was approved on the 21st day of May, 1861.

J. J. Hooper, Secretary.

Journal of Railroad Law.

CONTRACTS WITH CORPORATIONS: PARTIES ENTERING INTO ADMIT THE EXISTENCE OF THE CORPORATION: A GENERAL DENIAL ADMITS THE PLAINTIFF'S CAPACITY TO SUE.

It may be convenient to recognize the existence of a corporation when a party wishes to enter into a contract with it, beneficial to himself; and to deny its existence when the company sue him for a breach of the same contract; but we do not think it exactly honest. Nor is a party allowed to do so by the law of Indiana. The case of the Cincinnati Type Foundry Company against Jones decided by the Supreme Court of that State, has affirmed the proposition that to contract with a party as a corporation, will estop the party so contracting from denying the existence of the corporation at the time it was contracted with.

The suit was upon a promissory note made by the defendant by which he promised "to pay to the order of the *Cincinnati Type Foundry Company* two hundred and seventy-nine dollars." The defendant put in a general denial, and averred that the plaintiffs had no legal capacity to sue, because *not a corporation*. The note constituted all the evidence, and at the trial judgment was rendered for the plaintiffs. From this decision an appeal was taken to the Supreme Court which held that the promise "to pay to the order of *the Cincinnati Type Foundry Company*" was a recognition of the plaintiffs' incorporation which estopped the defendant from setting it up; and also that the general denial of the defendant admitted the plaintiffs' capacity to sue. The following is the substance of the opinion.

Perkins, J.—As a general proposition it is the law of this State that a contract with a party as a corporation, estops the party so contracting, to deny the existence of the corporation at the time it was contracted with as such. And it has been held in other States that where individuals are incorporated upon performance of certain acts, a person who contracts with them by their corporate name, cannot in an action against him on the contract, deny the performance by them of the acts necessary to give them a corporate existence. If the style by which a party is contracted with, is such as is usual in creating corporations, viz: naming an ideality, but disclosing that of no individual, as is usual in the cases of simple partnership, it has been treated as *prima facie*, at least, indicating a corporate existence. And there is no hardship in this. The party executing the note, owes the amount of it. The judgment upon it, in the suit, merges it, and the payment of judgment satisfies it, and bars any other action against the maker for the money.

But in this class of cases, it would seem, after all, that the courts have proceeded upon a rule of evidence, rather than upon a strict doctrine of estoppel. They have treated the contract with a party by a name implying a corporation, really as evidence of the existence of a corporation, more than as an estoppel to disprove such fact. The doctrine of conclusive estoppel seems more properly applied to cases involving the question of legality of organization, where the fact of an existing statute, authorizing in the given case such corporation is known to the court, either by judicial notice or actual evidence in the case. In such cases, where a party has contracted with a body as being organized as a corporation under the law, he will be estopped to dispute the legality of the organization.

The decision of this case will rest upon another ground. It is well settled law in this State, that the general denial by the defendant, of the cause of action stated in the complaint of the plaintiff, admits the capacity of the plaintiff to sue. A special plea or answer denying the competency of the plaintiff to sue, is in the nature of the plea in abatement—a dilatory answer. The order of pleading has always been, and is still, under the code, that pleas or answers to the jurisdiction, to the disabilities of the parties, etc., must precede those to the merits: and this because as says Mr Chitty, "each subsequent plea admits that there is no foundation for the former, and precludes the defendant from afterward availing himself of the matter."

Judgment was affirmed, with five per cent. costs and damages.

Railroad Earnings.

The earnings of the Milwaukee and Prairie du Chien Railroad, for May, 1861, were . $113,961 63
May, 1860 ..... 59,082 39

Increase $54,879 24

First five months of 1861 ..... $298,194 60
Do. do. 1860 ..... 214,215 01

Increase in 1861 ..... $83,979 59

The earnings of the St. Louis, Alton and Chicago Railroad in May were $77,366 04
May, 1860 ..... 86,210 77

Decrease $8,844 73

First five months of 1861 ..... $376,562 23
" " " " 1860 ..... 335,753 01

Increase $40,809 22

The earnings of the Toledo and Wabash Railroad for May were:

	1860.	1861.
Passengers	$20,075 15	$16,727 29
Freight	47,870 68	61,550 32
Total	$67,945 83	$78,277 61
Increase		$10,331 78

The earnings by the Chicago, Burlington and Quincy Railroad Line in May were:

	1860.	1861.
Freight	$159,712 58	$123,632 00
Passengers	51,003 00	34,546 82
Mails & miscellaneous,	9,817 04	2,724 60
Total	$220,532 62	$160,903 42
Decrease		$59,629 20

The receipts of the Grand Trunk Railway of Canada for the week ending May 25, were $63,534 88
Week ending May 26, 1860 ..... 56,845 27

Increase $6,689 60

Total traffic from July 1st, 1860 ... $3,135,575 30
Corresponding period previous year 2,625,020 05

Increase $510,555 25

The net receipts of the New York and Harlem Railroad for the month of May are as follows:—

May, 1861 ..... $88,801 29
" 1860 ..... 94,131 37

Decrease $5,330 08

The statement of the Illinois Central Railroad for May is as follows:

Land Department.

Acres Construction Lands sold	12,947.09	for	$193,767 80
Acres Interest Fund L'ds sold	1,245.30	"	10,572 35
Acres Free Lands sold	1,447.50	"	23,501 05
Total sales during the month	15,639.89	for	$227,841 20
To which add Town Lot sales			2,800 08
Total of all			$230,641 28
Acres land sold since Jan'y 1, 1861	55,528.07	for	$859,257 90
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,315,801.53	for	17,007,241 81

Total cash receipts in May, 1861	$54,780 81
Total receipts since Jan. 1, 1861	290,255 00
Total cash and bonds received to March 31, 1861	4,485,653 02

Traffic Department.

Receipts from Passengers	$82,366 30
" Freight	116,281 45
" Mails	6,358 33
" Rent of road	5,833 33
" Other sources	1,060 24
Total receipts for May, 1861	$211,799 65
Do. do. 1860	219,889 88
Total receipts since Jan'y 1, 1861	$1,247,722 83
Total receipts in corresponding period of 1860	984,824 42

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 116 engines, 2,456 cars. Funded debt, $15,559,240.

	1858.	1859.	1860.
Traffic	$1,976,578.52	2,114,448.98	2,721,590.94
Working expens.	1,419,954.80	1,489,579.52	1,693,403.30
Balance	$556,623.72	624,869.46	1,028,187.64

The receipts of the Grand Trunk Railway of Canada for the week ending June 1st, 1861, were $65,987 64
Corresponding week, 1860 ..... 63,378 16

Increase $2,609 48

Tot. traffic from July 1, 1860, to date, $3,201,562 94
Corresponding period, 1859 ..... 2,688,398 21

Increase $513,164 78

The earnings of the Chicago and Northwestern Railroad in May, 1861, were:

From passengers		$21,778 11
" freight, etc.		61,065 58
Total		$83,843 69
May, 1860		62,127 96
Increase		$21,715 71

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of May, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$137,343 64	$98,492 22
" Passengers	62,597 84	72,697 11
" Express	2,700 00	2,700 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 33	7,083 33
" Miscellaneous	307 75	33 00
	$217,857 56	$188,830 66
Earnings January 1, to May 31	$1,172,672 30	$856,500 22
Increase		$316,172 08

The earnings of the Michigan Southern Railroad in May, 1861, were $36,050
May, 1860..... 30,445

Increase..... $5,605

The earnings of the Galena and Chicago Railroad for May, 1861, were $160,692 09
Same month, 1860..... 115,505 50

Increase..... $45,186 59

The earnings of the Chicago and Rock Island Railroad in May, 1861, were..... $97,595
May, 1860..... 101,974

Decrease in 1861..... $4,379

The earnings of the Watertown and Rome Rail road for May were:
May, 1861..... $32,079 27
May, 1860..... 31,453 78

Increase..... $625 49

The earnings of the Cleveland and Toledo Railroad in May, 1861, were..... $65,246
May, 1860..... 66,601

Decrease..... $1,355

The earnings of the Michigan Central Railroad in May, 1861, were..... $149,550 38
May, 1860..... 158,509 98

Decrease..... $8,950 60

New York Canals.

The quantity of flour, wheat, corn and barley left at tide-water during the first week in June, in the years 1860 and 1861, is as follows:

	1860.	1861.	Increase.
Flour, bbls.....	25,873	82,326	6,453
Wheat, bush.....	122,553	958,228	835,675
Corn, bush.....	521,708	763,908	*242,200
Barley, bush.....	300	4,525	4,225

The aggregate quantity of the same articles left at tide-water from the commencement of navigation to the 7th of June inclusive, during the years 1860 and 1861, is as follows:

	1860.	1861.	Decrease.
Flour, bbls.....	185,520	111,485	*74,034
Wheat, bush.....	1,008,084	3,985,497	2,977,413
Corn, bush.....	2,996,744	2,824,051	*172,693
Barley, bush..	73,013	99,645	26,632

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a gain of 521,448 bbls. of flour.

Fort Wayne and Southern Railroad.

The New Albany (Indiana) *Ledger* says that "the Supreme Court has decided that the Fort Wayne and Southern Railroad Company had no legal existence, and as a consequence, we presume, all its acts are void. If so, this relieves the City of Jeffersonville from the heavy debt contracted on behalf of that road, and gives back their property to those who subscribed farms and lands."

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CHA'S MINOT, *Gen. Sup.*

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13 Cliff Street, N. Y.

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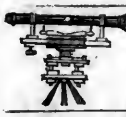
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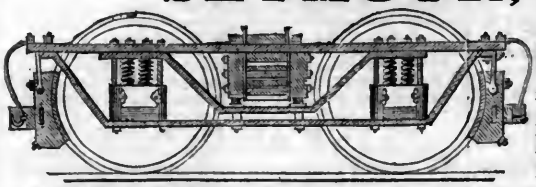
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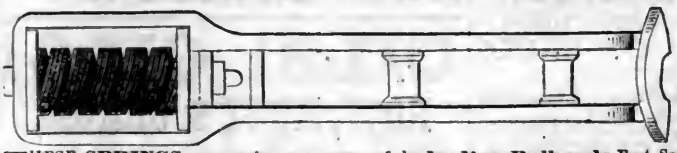
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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

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Railroads in Texas.

About the last of January we gave the number of miles of railroad completed in the State, which was in the aggregate as follows: in operation 399, graded 177; increase in four months 45, graded 46. The amount now completed and graded is as follows, as near as we can learn:

	In operation.	Graded ahead.
Eastern Texas	24	20
Texas and New Orleans	108	..
Galveston and Houston	50	..
Brazoria	50	25
Buffalo, B. B. & C.	75	10
Houston & T. C.	82	18
Washington County	22	..
San Antonia & M. G.	25	..
Houston, T. & Tyler	..	2
Southern Pacific	27	20
Memphis, El. P. & P.	..	..
Total	464	145
Total 1st January	399	177
Increase	65	Decrease 32

Thus it will be seen that our railroad men have completed 65 miles in the last five months, by far the largest amount of railroad ever completed in the same length of time in this State. The whole amount completed since the 1st of September last is 110 miles.—*Houston, Texas, Telegraph.*

Chicago and Rock Island Railroad.

The following is the official list of the new Board of Directors of the Chicago and Rock Island Railroad: Henry Farnham, Chicago, Ill.; John F. Tracy, Chicago, Ill.; Theodore S. Faxton, Utica, N. Y.; John B. Jervis, Rome, N. Y.; Robert A. Forsyth, Newburg, N. Y.; Ebenezer Cook, Davenport, Ind.; Nathan Peck, New Haven, Conn.; Thos. C. Durant, New York; David Dows, New York; Francis H. Tows, New York; C. W. Durant, New York; Edward W. Dunham, New York; Clark Durant, New York.

Cotton and the Cotton Manufacture.

(Continued from p. 443.)

In 1860 raw cotton was shipped from the United States, to the countries following, viz.:

	Lbs.	Value.
Russia	21,698,054	$2,644,514
Sweden and Norway	11,662,859	1,306,071
Hamburg	12,081,532	1,289,645
Bremen	53,638,767	5,873,469
Other German Ports,	352,227	42,477
Holland	12,757,603	1,403,132
Belgium	14,800,474	1,590,806
England	1,215,104,929	129,496,795
Scotland	18,018.395	2,016,606
Ireland	31,013,458	3,415,379
Gibraltar	3,192,256	354,375
Canada	1,380,285	138,075
Other British N. A. Possessions	5,084	728
British West Indies	6,800	340
France on the Atlantic	281,281,093	31,788,763
France on the Mediterranean	2,686,241	264,956
Spain on the Atlantic	2,529,105	296,150
Spain on the Mediterranean	41,492,728	4,972,274
Cuba	11,429	1,119
Portugal	151,061	15,309
Azores	575	100
Sardinia	25,111,357	2,775,927
Two Sicilies	1,907,343	203,628
Austria	7,471,499	813,074
Mexico	9,043,377	1,076,150
Venezuela	1,418	168
Brazil	33,941	4,073
China	252,448	22,449
	Lbs. 1,767,686,338	$191,806,555

The export of cotton, manufactured from the United States, to foreign countries, in 1860, was as follows, viz.:

Russia in Europe	$6,673
Russia in Asia	100
Swedish West Indies	2,328
Denmark	364
Danish West Indies	118,298
Hamburg	175,221
Holland	9,966
Dutch West Indies	30,645
Dutch Guiana	240
Dutch East Indies	115,971
Belgium	6,426
England	94,023
Scotland	24,169
Gibraltar	4,114
Malta	379
Canada	314,491
Other British North American Possessions	379,596
British West Indies	29,372
British Honduras	25,819
British Guiana	1,691
British Possessions in Africa	5,404
British Australia	57,750
British East Indies	496,376
France on the Atlantic	5,707
France on the Mediterranean	4,481
French North American Possessions	15,290
French West Indies	696
French Possessions in Africa	4,403
Spain on the Atlantic	178
Canary Islands	1,969
Phillippine Islands	166,390
Cuba	107,595
Porto Rico	8,510
Portugal	71
Cape de Verde Islands	3,664
Azores	9,883
Sardinia	4,143
Two Sicilies	1,656
Turkey in Europe	28,622
Turkey in Asia	102,930
Egypt	2,360
Other Ports in Africa	931,062
Hayti	227,717
San Domingo	3,342
Mexico	641,880
Central Republic	46,698
New Grenada	109,932
Venezuela	63,064
Brazil	651,467
Uruguay	141,301
Buenos Ayres	102,834
Chili	1,351,309
Peru	299,693
Ecuador	150
Sandwich Islands	64,899
Other Islands in the Pacific	3,732
Japan	124
China	3,897,360
Other Ports in Asia	17,688
Whale Fisheries	426
	$10,934,796

We imported in 1860 cotton manufactures from the several countries, viz:

Russia	$1,030
Danish West Indies	508
Hamburg	1,079,691
Bremen	2,288,942
Holland	4,712
Belgium	47,357
England	24,767,157
Scotland	1,786,114
Ireland	36,860
Canada	988
Other B. N. A. Possessions	12,226
British West Indies	294
British Australia	15,206
British East Indies	910
France on the Atlantic	2,364,136
France on the Mediterranean	117
Spain do. do.	33
Cuba	116
Azores	145
Tuscany	53
Hayti	60
Mexico	171,977
New Grenada	27,157
Venezuela	279
Chili	109
Islands in the Pacific	586
Japan	13
China	2,955
	$32,559,014

The figures and tables heretofore given show, that, while producing the bulk of all the cotton raised, the United States, comparatively speaking, manufacture a trifling portion of it in value. The people of the United States, at this time, own more merchant ships, have built more miles of railway than any other people, and made greater progress in material prosperity than any other nation, during the last 10 years. But they have failed to make progress in manufactures like Great Britain. The United States cotton manufacture developed rapidly during such period as it enjoyed the favor of Congress, and has suffered in competition with the superior skill and greater capital of England, when this favor has been withdrawn. The want of a continued and uniform American policy, has been the source of our weakness as a government.

Looking, therefore, at the facts concerning the cotton culture and its manufacture, the important question for the people of the United States, is: "Shall we manufacture our own cotton, or send it to other countries, to be the means of enriching them at our expense?" The history of the cotton manufacture in the United States will show, that the members of Congress have had very inadequate notions of its value and importance; and that the legislation of the country has been, in the main, for the benefit of the foreign manufacturer, and adverse to home industry.

The first cotton mill in the United States was erected at Pawtucket, Rhode Island, by the late Samuel Slater, in 1790. He came over from England, in response to the advertisement of a Pennsylvanian society, for a machine to spin cotton. The laws of England, at that time, prohibited the exportation of machinery from that country, and all attempts to procure models of Arkwright's patents, were frustrated by the vigilance of the revenue officers of England, who seized certain models procured by Mr. Ringold of Philadelphia, after they were ready for shipment, and they became forfeited to the crown.

This led to the advertisement which attracted the attention of Slater, a pupil of Arkwright, who at the age of 22 came to America bringing neither model nor machine. From his memory however, he produced a water frame with 24 spindles, on which yarn of the fineness of 40 was spun, and a mill was forthwith erected for its manufacture. A second cotton mill was built in 1795, a third in 1803. In 1810, there were 62 cotton mills running 31,000 spindles. The war of 1812 gave the cotton manufacture its first great impulse. In 1800 the cotton consumed in the United States was 500 bales.
In 1805 1,000 "
In 1810 10,000 "
In 1815 90,000 "

In 1816, Capital employed was $40,000,000
Cotton consumed 27,000,000 lbs.
Cloth manufactured 81,000,000 yards.

The peace of 1815 prostrated the cotton manufacture, and the cheaper English goods destroyed the sale of American cottons till the tariff policy enabled them to recover.

The policy of the government, in reference to cotton goods, is shown by the various tariff acts. The duties on cotton fabrics are stated in the following table taken from the *Merchants' Magazine* for May, 1861, p. 564, as follows, viz.:

Date of Act.	Duty on Cotton goods.
1789, July 4	5 per cent.
1790, August 10	7½ "
1792, May 2	10 "
1794, June 7	15 "
1797, March 3	17½ "
1804, March 26	20 "
1812, (war tariff, duties doubled	40 "
1816, April 27	25 "
1824, May 22	25 "
1828, May 19	25 "
1832, July 14	25 "
1833, March 2 (compromise tariff) *	"
1841, September 11	20 "
1842, August 30	30 "
1846, August 6	25 "
1857, March 3	19 "
1861, March 2	30 "

* When the duty exceeds 20 per cent., to be reduced biennially till it shall cease after 1842.

The change from a *home* valuation, to *ad valorem* duties, in 1846, brought into practice the low valuation in England, which operated so disastrously on all cotton manufactures from 1846 and onward. From 1816 to 1833-'5, the cotton manufacture flourished, gradually reducing the price of cotton fabrics by the active competition it excited, till the Compromise tariff of 1833 reduced the manufacturing industry of the nation to comparative bankruptcy, and brought on the panic and financial revulsion, which culminated in the suspension of specie payments by the Banks in 1837.

The cotton manufacture revived again, under the tariff of 1842. National bankruptcy was succeeded by plenty from 1842 to 1846 till the famous "Revenue tariff" of 1846 struck a staggering blow at the industry of the nation. The California gold discovery of 1847, and the vast supply following it, averted for a while the inevitable revulsion, following too large an importation of foreign goods. This revulsion finally came upon the country in 1857. A decline in the price of cotton followed the panic of 1857. This has enabled our cotton manufacturers to recover in part the ground previously lost. The tariff of 1861 framed by practical men, will advance the cotton manufacture, and its permanence as a policy will ensure a rapid increase of home production and a comparatively steady reduction of prices. The return to *specific* duties on the finer qualities of cotton fabrics will protect the country from undervaluations heretofore regarded as a matter of course at the English custom house.

The lack of manufactures, in 1812, revealed the weakness of our position, as a nation, and led to the protective policy of 1816, first inaugurated by Mr. Calhoun and his associates in Congress. The suffering of the nation was great in maintaining the war, but the lesson taught us, our ability to manufacture all fabrics required for ordinary consumption, was of far greater value, than the cost of the war.

In the judgment of the most intelligent manufacturers in the United States, had the tariff of 1832, or even that of 1812, been continued to this time, the increase of cotton goods would have been mainly confined to the United States. Instead of this, the great development of this branch of industry has been in the British Isles as already shown.

The comparative consumption of cotton in the two countries, is shown in the following table:

	1842. Lbs.	1850. Lbs.	1860. Lbs.
United St.	104,997,200	260,736,650	450,011,962
G't Britain,	473,976,400	588,200,000	1,140,510,112

The value of the cotton manufactures of the two countries, in 1860, however, is estimated as follows, viz.:

United States	$96,807,307
Great Britain	402,486,018

These approximate results are ascertained, by adding to the price of raw cotton in the United States, 10.85 cents per lb. in 1860, the cost of manufacturing, 8.44 cents per lb., according to the ratio of cost as shown by returns of the census of 1850. This would make the cost of manufactured cottons, 19.29 cents per lb. in the United States, in 1860, against 35.29 cents per lb. in Great Britain.

As each pound of cotton consumed in England, in 1859, was valued at 35.29 cents after its manufacture, by applying the same price to the quantity consumed in 1860, 1,140,510,112×35.29 gives $402,486,018 as the value of the cotton manufacture of the British Islands for 1860.

The export price of cotton averaged 11.3 cents per lb. in the United States in 1850. The returns of the manufactures for 1856 make the price of it 14.1 cents per lb. If to this you add as the cost of manufacture 10.06 cents per lb. on the basis of 57 per cent. for raw cotton, and 43 per cent. for the labor added, according to the returns of 1850, and the cost of manufactured cottons would be 24.07 cents per lb. in the form of fabrics. Apply this price to the cotton consumed in 1860, 450,011,962 lbs.×24.07, and the value is $108,317,779
against 65,561,687
in 1850—an increase of $42,756,092
in 1860, over the production in 1850, or 65½ per cent. as the aggregate increase of the manufactures in 1860 over 1850.

In any aspect of the question, therefore, the value of the English cotton manufacture is four times as great as that of the United States.

Two causes have been chiefly instrumental in producing this result,—the undue absorption of

capital into railways in the United States, and the encouragement held out to the English manufacturers by the United States tariff of 1846.

The business of the United States was in the most healthy condition ever known in 1846, at the time the tariff act of that year came into effect. The Banks of the country then held the largest relative amount of specie to their circulation at any time in the history of the country. Every thing was prosperous, and the material interests of the country were in process of healthy development. Our manufactures of cotton and of iron were gradually filling the place of imported articles and at cheaper rates.

The same influences that broke down the tariff of 1832, overthrew that of 1842, followed by the same results; and the promise of cheap railroad iron, from England, added new stimulants to the speculative feeling in favor of railways, while rail makers in this country were broken down by it. Railways were started in all sections of the country and created a most unnatural and unhealthy demand for money. Unprofitable schemes found favor, and lines competing with the most valuable State works were encouraged by legislative grants. The most striking example of this short sightedness, perhaps, is the Hoosac Tunnel project of Massachusetts, when the State voted aid to a large extent, apparently for the purpose of competing with its own great line, the Western Railroad.

While these extraordinary expenditures in railroad were going on, capital went sparingly into other branches of industry, while the system of undervaluation of cotton fabrics at the British custom house, gave their goods a preference in the American market. It was impossible to resist the influence of cheap capital in England, controlling by its influence the Metropolitan press and the action of Congress, ready at all times to undersell the American manufacturer at such prices as invited competition. The supply for the English home market was easily ascertained, and cheaper prices on exported goods did not disturb the price at home. The home consumption price 43.51 cents per lb. in fabrics against 32.63 cents for all exported goods, does not necessarily prove, that the exported goods were inherently of cheaper grades or qualities. Ask any intelligent importer of cottons, whether the English people as a body consume finer cottons or higher priced goods than the average of the exports? He will answer, No. The Americans on the whole consume the higher grades.

We think, therefore, we are justified in the assertion, that the cheap price of money in England and their system of undervaluing exports, have been the chief causes of the extraordinary increase in the manufacture of cotton goods, as compared with their advance in the United States. The cost of money in England, has not averaged, over 2½ or 3 per cent. against an average of from 12 to 18 per cent. paid by American cotton manufacturers, from 1847 to 1857. The check to railroad speculations in 1857, and the decline in the price of money and of labor since, has greatly favored our cotton manufacturers, and the new tariff, if allowed to remain, will soon change the prospects of our cotton manufacture. The following table shows the operations of the tariff acts from 1842 to 1861 in reference to cotton manufactures.

TARIFF ACTS, RATE OF DUTY.

		1842.	1846.	1857.	1861.
Cotton, unbleached, 100 threads sq. inch or less, and over 5 oz. p. yard	per cent.	30	25	24	sq. yard 1 ct.
100*a*140 threads, not 5 oz	"	30	25	24	" 2 cts.
140*a*200 threads, "	"	30	25	24	" 3 cts.
over 200 threads, "	"	30	24	24	" 4 cts.
Cotton bleached, 100 threads sq. in. or less, and over 5 oz.	"	30	25	24	" 1½ cts.
100*a*140 threads, not 5 oz	"	30	25	24	" 2½ cts.
140*a*200 threads, "	"	30	25	24	" 3½ cts.
over 200 threads, "	"	30	25	24	" 4½ cts.
Cotton colored, 100 threads sq. inch or less, and over 5 oz	"	30	25	24	sq. yd. 1½ cts. & p. ct. 10
100*a*140 threads, not 5 oz	"	30	25	24	" 2½ " & " 10
140*a*200 threads, "	"	30	25	24	" 3½ " & " 10
over 200 threads, "	"	30	25	24	" 4½ " & " 10
Cotton, other plain woven, costing over 16 cents sq. yard	"	30	25	24	per cent. 25
Cotton, all manufactures of, not otherwise enumerated	"	30	25	19	" 25
Cotton bagging, 10 cts. lb. or less	sq. yd.	4 cts.	20	15	lb. 1½ cts.
" " over 10 cts. lb	"	4 cts.	20	15	lb. 2 cts.
" braces, or suspenders	per cent.	30	30	24	per cent. 30
" caps, gloves, leggins, mitts, socks, stockings, wove shirts, and drawers	"	30	20	15	" 30
Cotton cord, gimps, and galloons	"	30	30	24	" 30
" embroidery, or floss	"	25	25	24	" 20
" hosiery, unbleached	"	30	20	15	" 30
" lace, including bobbinett	"	30	25	19	" 30
" laces, insertings, trimmings and braids	"	30	25	24	" 20
" spool and other thread	"	30	25	24	" 30
" thread, twist, and yarn, all unbleached and uncolored	"	25	25	24	" 30
Cotton thread, twist, and yarn, all bleached or colored	"	25	25	24	" 30
Cotton twist, yarn, and thread, all other on spools or otherwise	"	30	25	24	" 30

The import duty above given does not show the full measure of protection afforded. We have already shown that the cost of transporting cotton to England is 1.52 cents. per lb., including all expenses, before it reaches the hands of the manufacturer. This is equal to 15 per cent. on its value. The cost of returning it to the American consumer, after its manufacture, including insurance and commissions, may be put down at half as much more, showing that the American manufacturer has an advantage of 22½ per cent. in his own market, without regard to the duties. The lowest rates by the tariff of 1857 were 15 and 19 per cent., averaging 17 per cent., affording an apparent actual protection of more than 40 per cent.; and yet, in 1860, under the operation of that same tariff act, $32,559,014 worth of cotton goods were imported into this country.

It is not strange, therefore, that the cry should be raised, by the English manufacturer, and his agents in this country against the new tariff. No others can fairly object to the principles of the tariff act of 1861. Its great feature, in reference to cotton is that the duty is specific in most cases favoring the importation of goods of high intrinsic value.

If the effect of the present civil strife should be to retain the tariff of 1861 even at the cost of a large debt, the price will be cheap; for it will do more to make our nation self-reliant and self sustaining, than any other means that could be devised. The United States produce all the means of subsistence, and most of the materials that enter into consumption by a luxurious people. It is only luxuries that we require from other nations. If we trust to our own people, to produce that for us, they will soon invite the skilled laborer of other lands to come over and settle with us. In our warmer latitudes, we can produce nearly all the luxuries that characterize a tropical climate.

Many intelligent men contend that we can now manufacture as cheaply as in England, and the skill of our mechanics has improved upon the cotton machinery of England. The cotton mills at Lowell were said to cost $40 per spindle, including the plant and rolling stock. Better machinery can now be put into running order, at $12 per spindle, and new machinery of the most approved construction can now be contracted for, at $5.40 per spindle, without the buildings or the driving power. In England they are valued at the rate of 23s. 6d. or $5.68 per spindle, in the recent valuable work of Mr. Mann on the cotton trade of Great Britain. For two or three years past $6.00 per spindle has been considered a fair price in the United States.

Mr. Samuel Bachelder, of Boston, Treasurer of the York Manufacturing Company of Maine, has recently submitted an interesting paper to the Board of Trade of that city, on the statistics of the cotton manufacture, in which he estimates, that there are from 38 to 40 spindles to a loom in the United States, while according to the statement of Mr. Mann there are only 20 spindles to a loom in England. This shows the superiority of our machinery. According to Mr. Bachelder each spindle in this country consumes annually from 70 to 75 lbs. of cotton. This would give us about 6,000,000 spindles in the United States in 1860, against 3,633,693 in 1850, and 2,112,000 in 1840, or an increase of 76 per cent. in 10 years from 1850 to 1860, a ratio of increase greater than the relative increase of cotton.

Mr. Bachelder estimates that each pound of cotton produces from 2.97 to 3.14 yards of cloth, —that the price of cotton cloth is from 6.35 to 8.10 cents per yard, or about 22 cents per pound, a result substantially agreeing with our estimates based on the facts obtained from the census returns of 1850. He also estimates the product of a spindle

at being $12.75 to $16.60,—showing an aggregate value of $88,020,000 as the value of the cotton manufacture in 1860. But if the value of the manufactured cottons is 22 cents per lb., the aggregate value would be 450,011,962×22=$99,002,621, or in round numbers $100,000,000 as the product of United States cotton manufacture in 1860.

The figures contained in Mr. Bachelder's pamphlet, received since the foregoing paper was written,—fully sustains the general views which we have sought to maintain,—the ability of the people of the United States to assume the bulk of the cotton manufacture of the world, if allowed reasonable protection by our own government. In 1860, England took of us for home consumption 1,140,510,112 lbs. of raw cotton at 10.85 cents. per lb., paying us $123,745,347 for it. She added to it $278,740,671 before it was sold, as shown by the low figures stating its actual or declared value.

To our 450,011,962 lbs. of cotton consumed, we have added, at most, less than 100 per cent. by the labor bestowed on its manufacture. With these facts before them, Congress will, we think, hesitate, before striking again at an interest so vital to our prosperity, as the cotton manufacture of the United States.

Trial of a Steam Engine.

A new steam fire engine was tried yesterday at the Broad street pumps. It is a second class rotary, similar to Nos. 1 and 3, and combines several improvements which add much to its efficiency and economy. It was built by Silsby, Mynderse & Co., Seneca Falls. The engine itself weighs 4,400 lbs., and loaded for service weighs 5,200 lbs. At the trial yesterday, steam was made and the engine working in five minutes from the time the match was applied. Water was thrown horizontally through fifty feet of hose and an inch and eighth nozzle, 218 feet; through an inch and a quarter nozzle the same distance; two streams through seven-eighth nozzles 208 feet. An inch stream was thrown from one hundred and eighty to one hundred and ninety feet perpendicular; an inch and an eighth stream nearly the same distance. The suction was from 16 to 18 feet.

The engineer expressed himself much pleased with its operation in all its parts. The principle of the machine has now been tested here with steamer No. 1 nearly two years and with No. 3 something more than a year. There seems to be no doubt of the capacity and durability of machines of the rotary pattern.—*Provid. Journ., June 18th.*

The Ohio Canals.

The lessees of the Canals have appointed the following officers and agents to take charge of and manage the Public Works:

Geo. W. Manypenny is the General Agent, John J. Joyce, Secretary, and Benjamin F. Smith, of the firm of Bartlitt & Smith, Treasurer.

The Miami Canal and Maumee Roads are divided into four divisions for Superintendence and repairs, and Joseph Cooper, Thos, Brown, Wm. J. Jackson, and A. L. Backus, appointed Superintendents of the respective divisions.

The Ohio, Walhonding, and Hocking Canals are divided into four divisions, and Robert H. Nugent, Thomas Miller, D. McCarty, and Sylvester Medberry, are the Superintendents.

Hon. Edward Ball is the Superintendent of the Muskingum Improvement.

New Brunswick and Canada Railway.

The Aroostook *Times* learns from Mr. Osborn, the manager of the St. Andrews Railway, that there is a good prospect of the road being completed this summer, to the O'Donnell settlement, about 12 miles from Houlton. Fourteen hundred tons of rails have been shipped from England, and it is expected that the contractors will resume operations in about two weeks. A branch line is being surveyed to connect it as well with St. Stephens as St. Andrews.

Result of Forty Years' Workings in the Anthracite Coal Fields of Pennsylvania.

(Prepared by P. W. Sheafer, Eng. of Mines, Pottsville, Pa.)

PROGRESS OF THE COAL TRADE.

	Tons.
Amount mined in 1820	365
" " to 1830	359,191
" " to 1840	4,819,751
" " to 1850	19,513,009
" " to 1860	59,164,808
Total amount mined in 40 years	83,856,759

Where mined.	Total tons.
From the first coal field	48,853,801
" second "	12,933,318
" third "	22,069,640
Total	83,856,759

The Products of the above Coal Fields from 1820 *to* 1860, *and their Avenues to Market.*

From the first coal field.	Tons.
1st. Lehigh Canal	7,608,042
2nd. Philadelphia and Reading R. R.	23,797,336
3nd. Schuylkill Canal	16,718,094
4th. Union Canal	1,096,061
5th. Lykens Valley Railroad	987,493
6th. Dauphin and Susquehanna R. R.	146,100
7th. Lehigh Valley Railroad	380
Total	50,353,506
Less via Reading Railroad and Schuylkill Navigation Company from Ashland, etc., in the second or middle coal field	1,499,705
	48,853,801

From the second or middle coal field.	Tons.
1st. via Lehigh Canal	8,235,636
2nd. via Lehigh Valley Railroad	1,685,717
3nd. via Reading R. R. and Schuylkill Canal from Ashland	1,499,705
4th. via Shamokin Railroad	1,023,318
5th. via Treverton Railroad	456,288
6th. via McCauley's Mountain R. R.	32,654
Total second coal field	12,933,318

From third or Northern coal field.	Tons.
1st. via Delaware and Hudson Canal	8,702,978
2nd. via Pennsylvania Coal Company's Railroad	4,835,469
3nd. via North Branch Canal	5,282,165
4th. via Delaware, Lackawanna and Western Railroad	2,764,437
5th. via Lehigh and Susquehanna R.R.	484,591
Total third coal field	22,069,640

In a former communication published in the October number, 1858, of the *Merchants' Magazine*, I furnished the areas of the anthracite coal fields of Pennsylvania, as follows, in detail:

First Southern, or Schuylkill coal field.	sq. miles.	acres.
1. East of Tamaqua, mostly covered by the lands of the Lehigh Coal and Navigation Company	16	10,240
2. Tamaqua to Pottsville	36	23,040
3. Pottsville west to fork of basin	55	35,200
4. North Fork, Lykens Valley prong.	16	10,240
5. South Fork, Dauphin prong	15	9,200
6. North Mine Hill range	8	5,120
Total area of the first or Southern field	146	93,440
Second, or middle coal field.		
Shamokin district	50	32,000
Mahanoy	41	26,240
Beaver Meadow, Hazleton, Big and Little Black Creek basins	35	22,400
Total	126	80,640
Third, Northern, Wyoming & Lackawanna Coal Field	198	126,720
Total area of the anthracite coal fields	470	300,800

We have now shown the area of the several coal fields and the amount of coal exhausted from each. A more difficult task remains, viz., to show the contents of coal in the areas just described.

A solution of this problem is almost impossible, from the fact that if you multiply the thickness by the above areas it will not furnish the cubic quantity, for the reason that the coal beds do not lie in horizontal strata, but vary in their degrees of inclination from 10 to 80 degrees; therefore, the greater the inclination of the coal beds the greater area is covered by them, often so as to double the surface area, but not in the same proportion can you count an increased quantity of coal. Our experience shows us that the steeply inclined coal beds in the red ash districts are generally so crushed and broken as to be almost valueless. The steep inclinations are generally in the north, on which account north dipping coal beds in the red ash region are not generally desirable. We have a remarkable example in the Sharp mountain which does not show a successful colliery in the distance of 40 miles; its coal beds are nearly vertical.

We illustrated this fact in 1858. Of the 105 collieries then in operation, there were but

15 north dipping beds, producing.. 175,954 tons.
74 south " " " ..1,315,792 "

To keep our estimates of coal quantity on the safe side we will calculate the areas as if horizontal, say 300,800 acres of coal.

The third element is the coal's *thickness.*

This varies in the several coal fields. The nearest approach to the facts is as follows:

The southern coal field embraces the red, white and gray ash coals, averaging about 25 yards of coal.

The middle field about 15 yards of coal.
The northern " " 15 " "

Total Coal Areas and Approximate Quantities.

	Less ½ for working and breaking.
First, southern coal field, 93,440 acres by 25 yards coal's thickness —11,308,824,000 cub. yards or tons	5,653,120,000
Second, middle coal field, 80,640 acres by 15 yards coal's thickness —5,854,964,000 cubic yards or tons	2,927,482,000
Third, northern coal field, 126,720 acres by 15 yards coal's thickness —9,119,872,000 cubic yards or tons	4,599,936,000
300,800 acres. Total, 26,361,076,000 cubic yards or tons, net	13,180,538,000
Deduct amount mined in 40 years.	83,856,759
Balance on hand	13,096,681,241

Amount mined per acre in the—	Acres.	Tons per acre.
Southern f., 48,853,801 tons from	93,440	522 83
Middle " 12,933,318 "	80,540	160 38
Northern " 22,069,640 "	126,720	174 15
Total	300,800	278 77

	Population of U. S.	Increase.	Consumption, tons.	Increase, tons.
1820.	9,638,131		365	
1830.	12,866,020	3,227,889	359,191	358,826
1840.	17,069,553	4,203,453	4,819,751	4,460,560
1850.	23,191,876	6,122,423	19,513,009	14,693,528
1860.	31,641,977	8,450,101	59,164,808	39,651,799

This product of 83,856,759 tons of coal is from Pennsylvania alone, whose population in 1860 was 2,916,018.

The whole area of anthracite in Pennsylvania is but 470 square miles, and is all contained in the seven counties of Schuylkill, Carbon, Luzerne, Columbia, Northumberland, Dauphin and Lebanon.—*Philadelphia North American.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,646	79,604	.....	116,810	.....	.....	.....	.....	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,694	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,510,500	319,444	4,325,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,530	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	....	....	....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,557	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,173,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Guif	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	882,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '60	133.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,549	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	56
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	36½
10 Nov. '58	33.2	—	....	—	....	....	....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	61
.. .. '57	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,068,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	67
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Aug. '57	78.0	—	....	—	....	....	....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	86,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun, '58	88.5	—	....	101.3	4	4	64	Keok., Ft. Deamoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun, '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }	....	....	....	} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,635	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,491,900	3,472,000	9,572	5,976,472	140.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	130,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,929	6	100
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	35
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,850	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,390,300	537,226	9,041,851	218.0	.....	1,018,103	283,627	—	12½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	110
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	6	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	457,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,496	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	100
30 Nov. '60	14.0	2.4	—	—	3	3	87	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	87,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,338	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	76,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,357	888,254	—	112½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	14
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	12
-- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,060,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	62.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	436,655	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	483,871	1,185,847	710,396	10	112
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	8,388	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59				140.0				Albany and Susquehanna	406,952			404,950		31,135	436,085						
30 Sep. 58	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		32.9	93,894	84,119	11,215		
30 Sep. '59	38.3		34.0					Albany and West Stockbridge	2,392,984	*		1,000,000	1,932,984		2,392,984	ope	r. by W	estern.		6	100
30 Sep. '59	34.9	2.6	.....	73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952		
30 Sep. '59	14.8		1.6					Bloesburg and Corning	496,661			250,000	220,000			14.8	20,647	26,858	13,429	5	
30 Sep. '60	142.0		14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954		
30 Sep. '59	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	4½	
30 Sep. '59	17.4		2.1					Chemung	400,000	*		380,000	70,000		450,000	ope	r. by N.	Y. & E.	24,000	6	
30 Sep. '59	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000	*		500,000			500,000	ope	r. by Re	ceivers.	30,000	6	
30 Sep. '59				63.2				Erie and New York City	287,357	*		352,741	14,000	28,716	395,457						
30 Sep. '59				15.0				Genesee Valley	329,225	*		75,689	165,000	62,500	329,225	ope	r.b.B.N.	Y. & E.			
30 Sep. '59	17.3		0.5		4	3	50	Hudson and Boston (West'rn)	148,000	27,000		175,000				17.3	57,065	63,803	11,999	6	
30 Sep. '59	144.0		106.5		52	107	542	Hudson River	10,205,906	1,182,372		3,758,466	8,842,000	414,644		150.0	700,224	1,842,636	770,096		33
30 Sep. '59				73.8				L. Ontario, Auburn & N. York	74,203			75,771									
30 Sep. '59				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856							
30 Sep. '60	84.0	2.5	10.1	8.0	18	37	129	Long Island	2,566,270	*		1,852,716	755,998	12,283		97.5		343,021	154,369		10
30 Sep. '60	297.8	258.1	313.8		211	237	3,171	New York Central	31,106,094	*	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	74½
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406		23
30 Sep. '60	138.0	2.1	29.0		33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9		1,142,851	433,716		10
30 Sep. '59	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,500,000		4,799,287	121.8	347,500	382,932	120,850		
30 Sep. '60	35.9		2.2		7	6	44	Oswego and Syracuse	791,002	*		396,340	218,500	4,875		35.9	69,759	119,666	64,763	8	
30 Sep. '59	75.4		2.0		6	4	33	Pottsdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571		
30 Sep. '59	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	157,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6	
30 Sep. '59	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	
30 Sep. '59	18.0		1.0			2	32	Sacketts Harbor and Ellisburg	371,556	17,714		167,485	278,400	56,810		18.0	17,620	12,025			
30 Sep. '59	21.0		1.6		2	3	10	Saratoga and Schenectady	490,684	*		300,000	55,000		385,000	ope	r.by Ren	s. & Sar.	30,150	7	
30 Sep. '59	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		500,000	395,000		895,000	54.5	107,506	154,099	7,493		
30 Sep. '59				13.2				Staten Island	114,015	*		50,603	41,200	22,686	114,489						
30 Sep. '59	11.0		.....					Brooklyn and Jamaica	369,856			284,850	85,000			ope	r.by Lo	ng Isl.	37,560	9	
30 Sep. '59	81.3		7.1		13	12	117	Syracuse and Binghamton	2,851,292	*		1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155		
30 Sep. '59	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010		
30 Sep. '59	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731	ope	r. b.Hud	s. River.		6	
30 Sep. '59	2.1		2.1					Troy Union	732,114			30,000	680,000		732,114	ope	r. by oth	er Co's.			
30 Sep. '59	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	685,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3	
								NORTH CAROLINA.													
31 May, '60	94.9		6.4		...	...	....	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0		....		...	...	....	North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0		....		...	...	....	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0	....		23	18	182	Wilmington and Manchester	2,632,737	*		1,130,470	1,045,000	61,300	2,934,509	171.0		469,458	219,688		
30 Sep. '59	161.9		....		24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118.2		....		17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508		
1 Aug. '59	137.0		....		41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356		
31 Mar. '59	60.3		....		22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3		489,437	249,666	7	71
31 Dec. '60	30.0		....	69.1				Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8		....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8	....		42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,064,692	574,276	12	91
31 Dec. '60	67.0		....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003		89½
31 Dec. '60	95.4	1.2	37.9		30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....		42	....	....	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	....		32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6		798,155	414,456	6	24
31 Dec. '58	61.4		....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0		....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0		....		...	...	....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054		
31 Aug. '60	36.6		....		5	3	87	Dayton and Western	999,173	104,912		307,246	716,000	80,845	1,104,086	36.6		62,025	3,565		
31 Aug. '58	16.0		....	47.0	3	2	21	Dayton, Xenia and Belpre	880,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '60	45.0		....		6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0		152,328	43,865		
-- -- '59	36.0		....	84.0	...	...	....	Fremont and Indiana													
31 Aug. '58	32.0		....		6	5	68	Greenville and Miami	888,600	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573		
30 Nov. '58	13.0		....	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	....		33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452		
30 Apr. '59	192.8		....		48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		881,957	312,441		1½
31 Aug. '58	117.0	8.0	....		17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '59	153.9	52.0	....		39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9		577,958	211,894		
31 Dec. '60	116.0	9.0	....		13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,365,200	132,063	2,688,876	125.0		285,934	34.167		
30 Nov. '58	55.6		....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5		....	23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8		....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '60	243.0		....		35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0		861,722	373,772		
								PENNSYLVANIA.													
31 Jan. '61	45.0		3.0	136.2	4	6	97	Alleghany Valley					378,455	62,624		45.0	61,634	94,342	45,161		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	65
31 Aug. '59	63.5		3.0		22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571		1,700,000	2,271,536	436,228	4,407,764	119.0		337,257	90,438		11½
30 Sep. '60	52.5		3.2		11	8	66	Cumberland Valley	1,192,111	*		756,900	270,500	48,358	1,296,568	62.5		182,673	116,522	8	
31 Dec. '60	110.8	2.3	36.0		74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		2,191,336	1,316,688	6	75
30 Nov. '59	36.3		2.5		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6		4.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b.Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,343	55.5		436,237	153,334	6	84
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		82,411	7,267		
31 Aug. '59	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '60	45.7		22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*		1,966,350	1,500,000			45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '59	20.0		4.0		...	...	....	Lehigh Coal and Navigation	1,280,000	.....	4,455,000	2,479,900	3,619,304	231,532	9,291,156			595,857	503,660	6	62½
Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	.....
30 Nov. '60	55.6	10.1	9.7		17	20	504	North Pennsylvania	5,391,542	393,977		3,155,529	2,961,267	208,713	6,346,500	65.7	282,650	389,622	212,959	.....	84
30 Dec. '60	331.1	28.1	391.7		205	124	2,668	Pennsylvania	23,581.15*	3,065.259	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,761	2,296,402	6	78½
31 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0	....		16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194		
Nov. '60	147.4	4.0	61.0		149	57	5,697	Philadelphia and Reading	19,380,865	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4	.....	3,312,546	858,597	.....	34
30 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy	.....	125
01 Oct. '60	98.0	6.0	.....		80	93	521	Phila., Wilmington and Balt.	7,800,000	*		5,600,000	2,200,000			200.5	48,677	1,236,597	471,712	6½	82½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign work.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
	PENNSYLVANIA, (*Continued.*)																				
31 Oct. '59	Pittsburg and Connellsville	43.0	—	3.2	99.5	7	7	65	2,724,803	81,186	—	1,755,826	1,292,700	67,800	3,878,707	60.0	118,775	80,558	29,090	—	—
30 Nov. '59	Pitts'g, Ft. Wayne & Chicago	467.5	—	66.3	—	90	80	1,050	15,557,770	1,785,182	61,100	9,206,278	3,805,457	1,888,847	17,260,419	467.5	1,860,031	1,965,988	674,655	—	6
30 Sep. '59	Pittsburg and Steubenville	31.0	—	.....	11.0	...	...	...	1,947,462	*	—	1,221,277	280,000	.....	.....	...	...	.....	.....	—	—
30 Sep. '59	Schuylkill and Susquehanna	54.0	—	8.0	—	7	7	20	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Sep. '59	Schuylkill Valley	9.2	15.8	14.9	—	—	—	—	575,016	*	—	566,150	.....	.....	575,516	24.5	.....	34,501	22,504	9½	—
30 Nov. '59	Shamokin Valley & Pottsville	23.0	5.0	3.3	—	4	1	445	1,321,847	*	—	500,000	321,447	.....	1,321,347	32.0	.....	90,227	64,532	—	—
31 Dec. '59	Sunbury (Phila.) and Erie	148.0	—	20.0	140.0	...	...	...	6,563,712	107,252	—	4,500,020	4,300,070	561,271	10,1e0,360	148.0	.....	.....	.....	—	—
30 Nov. '59	Tioga	29.0	0.5	31.9	—	8	8	127	703,340	85,032	—	97,550	396,000	.....	20.0	.....	.....	88,072	47,007	6	—
30 Sep. '59	Westchester and Philadelphia	20.4	—	2.1	—	4	11	9	1,410,088	74,077	—	632,170	944,100	52,434	1,679,301	20.4	.....	125,597	4,502	—	—
31 Mar. '59	Williamsport and Elmira	78.0	—	.....	—	...	...	.....	3,060,082	330,347	—	1,500,000	2,361,978	161,272	4,148,920	.....	.....	101,070	90,308	—	1
	RHODE ISLAND.																				
31 Aug. '58	N. Y., Providence and Boston	50.0	—	2.0	—	9	18	84	2,188,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,480	96,571	5	—
30 Nov. '58	Providence, Warren & Bristol	18.0	—	0.5	—	—	3	5	434,608	1,588	—	287,017	109,987	36,189	.....	18.0	23,614	23,006	1,278	—	—
	SOUTH CAROLINA.																				
31 Dec. '58	Blue Ridge	18.2	1.5	.....	182.4	2	—	26	2,120,580	.....	.....	1,016,515	217,577	.....	2,134,092	18.2	.....	.....	.....	—	—
31 Dec. '58	Charleston and Savannah	54.9	—	.....	47.4	4	3	21	801,015	34,372	250,000	706,366	105,260	107,006	1,099,580	51.0	.....	.....	.....	—	—
31 Dec. '58	Charlotte and South Carolina	109.6	—	.....	13.	0	—	176	1,719,045	*	—	1,201,000	334,000	.....	.....	100.6	.....	283,263	161,636	6	—
— —	Choraw and Darlington	40.8	—	.....	—	—	—	.....	600,000	*	—	400,000	200,000	.....	.....	40.8	.....	.....	.....	—	—
1 Jan. '59	Greenville and Columbia	143.2	21.8	.....	—	—	—	.....	2,489,700	324,101	—	1,420,008	1,145,000	245,840	2,910,554	164.6	.....	841,100	125,871	—	—
31 Aug. '58	Kings Mountain	22.5	—	.....	—	—	—	.....	106,280	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	—
31 July '58	Laurens	32.0	—	.....	—	—	—	.....	542,408	*	—	400,000	106,218	.....	576,720	32.0	.....	27,568	8,527	—	—
28 Feb. '59	North-Eastern	102.0	—	.....	—	—	—	.....	2,011,552	*	—	985,748	960,410	106,172	2,057,328	102.0	.....	220,014	96,146	—	—
31 Dec. '59	South Carolina	136.0	106.0	.....	62	55	—	700	.....	.....	.....	.....	2,648,833	.....	.....	.....	.....	1,499,830	701,948	7	—
31 July '58	Spartanburg and Union	25.1	—	.....	41.9	—	—	.....	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	—	.....	—	—	—	.....	1,021,480	58,183	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,007	19,187	—	—
1860	Edgefield and Kentucky	.....	—	.....	17.0	2	—	14	557,047	*	—	333,204	612,000	80,900	.....	30.0	29,545	9,350	7,486	—	—
1859	East Tennessee and Georgia	80.0	—	1.3	—	12	10	171	3,037,267	*	—	1,289,073	2,020,000	200,000	.....	140.0	.....	313,718	187,456	—	—
1859	East Tennessee and Virginia	140.0	—	8.0	—	10	10	128	2,310,033	150,264	—	550,554	1,902,000	200,407	.....	130.8	150,142	297,806	140,167	—	—
1860	Memphis and Charleston	271.6	19.4	20.0	—	43	37	667	5,806,578	378,060	129,804	3,806,040	2,650,000	200,112	7,627,707	201.0	.....	1,635,000	878,697	—	—
1859	Memphis and Ohio	271.6	16.0	20.0	8.0	9	6	242	2,250,267	141,144	—	670,000	1,561,000	145,000	.....	.....	.....	.....	.....	—	—
1859	Memphis, Clarksv. & Louisv.	100.0	—	30.0	55.8	—	—	—	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	Mississippi and Tennessee	50.0	—	.....	40.1	7	5	119	1,187,400	*	—	793,285	554,049	310,518	.....	50.4	69,870	177,256	60,020	—	—
1859	Mississippi Central and Tenn.	47.4	—	2.8	—	4	6	40	892,710	82,008	—	517,447	632,500	22,360	.....	47.4	54,176	88,129	44,666	—	—
1859	McMinnville and Manchester	34.2	—	7.0	—	12	2	51	533,807	56,816	—	144,804	406,000	5,000	.....	34.2	30,066	28,808	13,802	—	—
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.0	—	30	17	819	3,632,382	*	—	2,066,644	1,781,000	.....	.....	169.0	.....	784,118	387,284	6	—
1859	Nashville and Northwestern	.....	—	.....	—	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	Tennessee and Alabama	45.8	—	4.2	11.7	5	5	32	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,988	37,243	—	—
1859	Winchester and Alabama	30.0	—	0.0	8.0	...	...	.....	.....	.....	.....	216,062	418,000	408,477	.....	30.0	.....	1,248	.....	—	—
	TEXAS, (*all aided by State*).																				
— — '58	Buffalo Bayou, Braz & Col'r'do	32.0	—	.....	158.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	Galvest., Houst. & Henderson	56.0	—	.....	184.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	Houston and Brazoria	50.0	—	1.5	75.0	2	1	40	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	Houston and Texas Central	70.6	—	0.0	280.0	7	5	124	4,232,345	*	—	455,000	975,000	350,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	San Antonio & Mexican Gulf	25.0	—	.....	110.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	Southern Pacific	28.0	—	.....	766.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
	VERMONT.																				
31 May, '60	Connect. & Passumpsic Rivers	90.7	—	3.6	10.6	8	8	188	1,614,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,610	—	—
31 Aug. '60	Rutland and Burlington	119.6	—	13.0	—	26	18	600	2,989,706	617,743	—	2,283,378	2,179,550	670,110	6,586,045	119.6	349 440	334,368	113,818	—	—
31 Aug. '60	Rutland and Washington	62.0	—	4.0	—	10	6	174	1,771,688	*	—	950,000	.....	.....	.....	62.0	142,539	160,219	80,288	—	—
31 Aug. '60	Vermont Central	110.0	—	20.0	—	42	28	885	5,402,055	*	—	5,000,000	3,568,000	1,428,200	10,270,200	166.0	700,817	775,800	127,727	—	—
31 Aug. '60	Vermont and Canada	47.0	—	2.8	—	—	—	—	1,350,005	.....	.....	1,350,000	.....	.....	1,350,005	oper	r. by Vt.	Central	.....	—	90
31 Aug. '60	Vermont Valley	23.7	—	0.7	—	3	4	43	1,212,374	90,012	—	518,164	708,200	.....	.....	23.7	47,950	44,930	8,522	—	—
31 Aug. '60	Western Vermont	54.0	10.5	.....	—	—	—	.....	1,063,500	*	—	382,000	700,000	.....	1,063,500	oper	r. b. Troy	& Bost.	56,858	—	—
	VIRGINIA.																				
31 Aug. '60	Alex., Loudoun & Hampshire	41.8	—	—	122.1	—	—	—	1,402,104	42,000	—	1,403,018	36,188	88,181	1,534,104	—	—	—	—	—	—
30 Sep. '59	Manassas Gap	77.8	8.0	3.8	106.0	9	5	221	2,042,548	210,000	—	2,009,861	776,500	118,789	.....	118.7	703,034	130,302	48,062	—	—
30 Sep. '59	Norfolk and Petersburg	70.2	—	4.8	—	5	2	75	2,006,873	122,156	—	1,600,124	590,610	155,101	9 months	70.2	47,702	54,121	16,332	—	—
30 Sep. '59	Northwestern Virginia	103.5	—	.....	—	8	—	—	5,322,150	*	—	468,606	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	Orange and Alexandria	88.3	68.4	10.0	—	16	16	176	Orange and Alexandria	.....	.....	2,008,565	2,617,500	590,056	.....	107.7	270,346	460,427	229,214	—	—
30 Sep. '60	Petersburg and Lynchburg	123.8	10.1	.....	—	10	13	279	3,040,036	374,090	—	1,256,306	1,351,500	202,842	4,745,250	133.4	.....	410,166	201,344	—	—
30 Sep. '59	Petersburg and Roanoke	50.2	21.8	.....	—	14	17	181	1,223,626	*	—	885,200	102,500	5,799	1,486,527	80.5	.....	320,554	218,562	7½	—
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	—	28	30	418	3,725,037	*	—	1,081,197	1,200,000	75 008	3,753,055	143.2	224,014	560,004	282,328	—	57
30 Sep. '59	Richm., Frederick & Potomac	75.1	—	4.5	—	11	10	100	1,985,570	*	62,800	1,041,880	643,000	90,328	.....	78.6	169,981	279,945	145,885	7	77
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	—	10	7	188	1,229,523	*	—	835,760	204,805	26,353	.....	42.5	1,068,054	103,763	79,586	5	60
30 Sep. '59	Richmond and York River	23.7	—	0.2	14.0	2	—	23	704,540	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	Seaboard and Roanoke	80.0	—	.....	—	10	11	101	1,460,246	*	1,200	844,200	472,811	52,920	1,630,648	80.0	.....	240,446	121,068	7	—
30 Sep. '60	Virginia Central	178.2	—	21.8	7.0	27	10	228	4,962,758	541,107	33,948	3,102,764	1,480,502	57,020	4,832,020	195.0	280 068	634,081	350,180	5	47½
30 Jun. '60	Virginia and Tennessee	204.7	9.4	10.0	—	30	27	374	5,994,250	388,475	2,400	3,452,813	3,206,000	571,068	10,238,271	214.9	480,198	740,489	347,067	—	—
30 Sep. '59	Winchester and Potomac	32.0	—	2.5	—	5	4	40	516,880	59,000	—	300,000	120,000	24,780	.....	32.0	30,000	40,972	14,409	—	—
	WISCONSIN.																				
1 Dec. '59	Kenosha and Rockford	55.0	—	2.0	121.0	3	2	40	1,500,000	55,000	—	500,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
25 Mar. '59	*Milwaukee and Minnesota*	.....	—	.....	—	...	...	...	.....	.....	.....	10,872,000	10,414,000	996,547	22,282,653	109.2	.....	402,454	.....	—	—
31 Dec. '58	Milwaukee and Chicago	40.0	—	.....	—	5	10	75	1,520,078	*	21,804	1,000,000	600,000	240,366	1,906,555	40.0	74,243	160,466	82,182	—	—
— — '57	Milwaukee and Horicon	42.0	—	.....	27.8	—	—	—	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,000	.....	—	—
31 Dec. '60	*Milwaukee and Prairie du Chien*	101.9	42.5	28.8	—	—	—	—	7,500,000	*	—	4,044,000	2,556,000	.....	7,600,000	234.4	.....	853,186	480,943	—	12
— — '57	Milw., Watertown & Baraboo	60.0	—	.....	86.0	—	—	—	514,238	.....	.....	345,861	132,000	.....	.....	60.0	.....	121,401	.....	—	—
1 Jan. '58	Racine and Mississippi	104.0	—	.....	38.8	—	—	—	3,302,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	80.0	.....	213,954	81,045	—	—
— — '58	Wisconsin Central	10.0	—	.....	55.0	—	—	—	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
	CANADA.																				
31 July '59	Buffalo and Lake Huron	158.5	—	.....	—	20	21	341	Buffalo and Lake Huron	740,870	—	3,715,702	187,300	107,007	4,010,105	158.5	363,218	.....	.....	—	—
— — '59	Montreal and Champlain	81.0	—	.....	—	10	17	214	.....	.....	.....	.....	.....	.....	.....	81.0	106,245	.....	.....	—	—
— — '59	Brockville and Ottawa	37.0	11.0	.....	73.0	2	2	17	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	Grand Trunk	624.0	137.0	.....	78.0	204	130	2,300	46,661,054	*	—	16,003,128	31,351,780	—	46,954,261	781.0	2,049,997	1,060,210	4,000	6	88
— — '59	Great Western	229.0	128.0	.....	—	87	120	1,080	22,158,821	*	—	14,064,908	8,480,840	.....	.....	357.0	1,350,000	.....	.....	3	.....
— — '59	London and Port Stanley	24.0	—	.....	—	2	2	52	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	Northern (C. S. & L.)	95.0	1.6	.....	—	17	20	357	.....	.....	.....	.....	.....	.....	.....	96.6	254,580	.....	.....	—	.....
— — '58	Ottawa and Prescott	54.0	—	.....	—	5	8	118	.....	.....	.....	.....	.....	.....	.....	54.0	99,222	.....	.....	—	.....
— — '59	Welland	25.0	—	.....	—	4	—	57	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
	NEW BRUNSWICK.																				
31 Oct. '60	European & North American	108.0	0.0	12.0	—	12	18	236	4,081,560	326,164	—	4,461,012	—	—	4,461,012	108.0	198,683	116,225	41,986	—	—
31 Dec. '00	New Brunswick and Canada	60.0	—	.....	—	...	...	.....	1,402,748	102,888	—	1,300,000	13,100	186,000	1,709,232	60 0	.....	.....	.....	—	—
	NOVA SCOTIA.																				
— — '59	Nova Scotia	61.5	—	.....	60.1	...	...	.....	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	—
	NEW GRANADA.																				
1 Dec. '60	Panama	48.7	—	.....	—	...	...	.....	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,328	48.7	.....	1,550,878	1,036,131	12	107

New York Stock Exchange.

Sale Prices for the week ending June 19, 1861.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1874	78	----	76	75	75	----
U. S. 6s, 1881	----	83	83¼	83¼	83¼	83½
STATE STOCKS:—						
California 7s	----	----	----	77	----	----
Georgia 6s	59	58	58	55	55	56
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	80	----	80
Louisiana 6s	54	54	50	50	----	52
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	37½	38	37	37	38	39
New York 5s, 1870	----	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	51	52	52	49	49	47
Ohio 6s, 1886	----	----	----	----	----	----
Tennessee 6s, 1890	35	35½	35	35	35	36
Virginia 6s	41	42	42	41	40	40
RAILROAD SHARES:—						
Chicago, Burl. and Q.	55	55	55	56	56	56
Chicago and Rock Isl.	34½	34½	35	34½	35½	36½
Chicago and N. West.	----	----	----	----	----	----
Clev., Painesv. & Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	22	22½	23	22½	23½	24
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	59	60	60	59½	60½	61½
Hudson River	32	32	32	32	32	33
Illinois Central (scrip)	66	66	66	66	66	67
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	42	41½	41	41½	42	44
M. S. and N. I. guar'd,	23½	24	24	24½	24½	25
M. S. and N. I.	11	11½	10½	11	11½	12
Mil. and P. du Chien	----	----	----	----	----	----
New Jersey Central	----	----	----	112	----	112
New York Central	72½	73½	73½	73½	73½	74
New York and Erie	22½	23	23	21	23	23
N. York and Harlem	10	10½	10½	10½	10	10
N. Y. and H. "pref."	24	24	24	23½	23½	24
Panama	106	106	106	106	106	107
Phila. and Reading	30	31½	32	32	32½	34
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	35	35	----	35	
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	98	----	----	----	----	----
" 2 M. 8 p.c. '75	----	----	----	90	----	----
Hann. & St. J. 1 M. 8s	----	31	----	----	30	----
Hudson R. 1 M. 7 p.c. '69	----	----	106	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	78	----	----	----	----	----
Illinois Centr. 7 p.c. '75	90	90	89	89½	89	90
" " 6 p.c. '75	90	90	89	89½	89	90
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	92	----	93	----	91½	92
" conv. 8 p.c. '69	----	----	87	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	73
" " 2d M.	----	----	----	----	----	----
" " S. F.	71	----	----	----	72	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	104	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	----	----	90
" 1 M. 7 p.c. '64	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	101½	----	101
" 2 M. 7 p.c. '64	----	----	----	97	----	----
" 3 M. 7 p.c. '83	83	----	----	83	83	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	55	55	----
" " 7 p.c. '71	----	55	----	55	----	56
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Penn. 1 M. 7 p.c. conv. '88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	----	----	----	----	----	----
America, Bank of	----	----	----	96	----	----
Commerce, Bank of	79	----	----	79	----	----
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	80	78	77	76½	76½	----
MINING STOCK:—						
Pittsburg	----	----	----	----	----	40
Rockland	----	----	----	----	----	12
Minnesota	----	----	----	----	----	61
Isle Royale	----	----	----	----	----	6
MISCELLANEOUS:—						
Del. and Hud. C. Co.	----	80	80	----	----	80
Cumberland Coal Co.	----	----	5	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	65	65	----	65	65	65
Canton	8	8	----	----	----	----
Brooklyn Water W's	----	----	----	----	105	----

The following are the closing prices in the London Market on the 4th June:

United States 5 p. c. red. '74	69	to	71
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	83	to	85
Do. do. Fr. L'd red. '60.	92½	to	93½
Do. $100 shares, all p'd.	60	to	62
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	79	to	81
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876.	90	to	92
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	75	to	78
Do. Bonds, 1862, '71, '75 do.	48	to	52
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	83	to	85
Do. 2d mort. 6 per cent. sterling	80	to	82
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, June 22, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Money and Business.

There has been some improvement in the stock market during the past week, the quotations closing firmer. Government stocks are in demand at 83*a*83¼, and Border State stocks have also advanced. There has been some speculation in New York Centrals at 74⅝, and other roads. This rise has been looked upon with suspicion in some quarters, inasmuch as it has been produced by no apparent cause found in an improved condition of the country. There has been an increase of the shipment of produce from the West, giving an increased business to the main trunk railways, which shows an improvement over the amount of business during the corresponding week last year. This again is shipped to Europe. Gold, still continues to come to New York, and Bankers' Bills on foreign countries range from 105 to 106.

The merchants are now somewhat engaged in discussing the merits of Mr. Thompson's proposition to the President and Secretary of the Treasury in reference to establishing an office in New York for issuing treasury notes secured by 75 per cent. in Government Stock, and 25 per cent. cash. This it is argued will give the Government seventy-five million dollars immediately, and furnish a medium of circulation.

Properly authorized representatives of the Pennsylvania Railroad Company and of the recently organized Philadelphia and Erie Railroad Company, have united in a mutually satisfactory arrangement for permanently leasing the work of the latter named company, in its present incomplete and unfinished condition, to the Pennsylvania Railroad Company. Three millions of the Philadelphia and Erie bonds are to be endorsed by the Pennsylvania Railroad Company, which, it is estimated, will realize more than sufficient to finish and equip the road. Existing contracts for construction, &c., made by the Erie Railroad Company are to be carried out, but payments are to be made under authority of the Pennsylvania Railroad Company from the three millions of endorsed bonds. The Philadelphia and Erie Railroad Company has, over and above the three millions named, between three and four millions of bonds, the proceeds of which are to be applied to the payment of the company's debts. The rent under the lease is a per centage of receipts.

The Jeffersonville (Indiana) Railroad Company gives notice of its readiness to redeem on the 1st of July, at the office of the United States Trust Company in this City, at the lowest offer below par, a part of its first mortgage bonds for the sinking fund, agreeably with the provisions of a contract made to the holders of said bonds, bearing date April 14, 1859.

The books of the Minnesota Mining Company will be closed from the 22d inst., to July 2, for the payment of $5 per share dividend recently declared.

A letter from Richmond intimates that the July interest on the public debt of Virginia will be paid in that city in Virginia currency. In regard to the interest on the Missouri State debt, much uncertainty still exists; at best, it will be paid at St. Louis, in Missouri currency. Strenuous efforts are being made in that city to accomplish the object if possible. The interest on the debt of St. Louis county will be promptly paid—the whole amount needed, $75,000, having been placed in this city. The interest on that portion of the debt of Missouri issued to the Hannibal and St. Joseph Railroad, will be provided for by that Company.

The Revenue bonds, $400,000, due on the 1st inst., have been paid, and there is a balance of $88,000 from the funds provided for this purpose, which can be applied to the interest payment. The banks also owe $100,000 bank tax, there is $100,000 in the Treasury, and the State has bank stock upon which she can borrow $250,000. It requires but a small amount added to these to meet the interest, and strong efforts will be made to raise this amount.

The Marine underwriters have reversed their determination of last week in regard to the War risk, and are again inserting the War clause in consideration of the extra premium of only 1 per cent.

The Comptroller of this State has advertised for proposals for a loan of $700,000, on account of a deficiency in the sinking fund, to pay a portion of the General Fund Debt, to bear interest at the rate of 7 per cent. per annum, payable quarterly, the principal reimbursable on the 1st of July, 1870. Proposals will be received until noon of the 25th inst., for the whole, or any part not less than $5,000. The payments may be made in the following certificates of State stock issued to the New York and Erie Railroad Company, amounting to $400,000' reimbursable, viz:

1861—Aug. 1, 5½ per cent	$100,000
1861—Sep. 1, 6 per cent	100,000
1861—Oct. 1, 6 per cent.	100,000
1862—Jan. 1, 6 per cent.	100,000

The transfer books of Ohio State stock were closed on the 15th, and will be re-opened July 1

for the payment of interest for fifteen days, after which payment will be made at Columbus, Ohio.

There has generally been some delay in the pay ments of the mortgage coupons of the Cleveland and Pittsburg Railroad Company. This delay has been increased lately in consequence of some action on the part of certain foreign bondholders, who expressed a doubt as to the proper working of the receivership. Upon which, the receiver demanded an investigation, and the Ohio District Court appointed Judge Hitchcock a committee for that purpose.

The judge has just completed his examination, and reports the accounts of the Receiver as perfectly satisfactory. The company, we understand, as soon as the court confirms Judge Hitchcock's report, will begin to pay up all the overdue coupons, and the report itself will be published immediately.

The receipts of the road for May were about $100,000 which is largely ahead of the same month last year. The obstructions on the Baltimore and Ohio Railroad throws a good deal of traffic northward over this road. The unfunded debt and income bonds of the company have been nearly all converted into the new 6 per cent. mortgage bonds. The time for converting expires on the 1st of July.

The State Treasurer of Michigan has advertised for proposals for a war loan of $500,000, the bids for which will be received at the Michigan Insurance Bank, at Detroit, until the 8th of July at noon. The Legislature has authorized $1,000,000 to be raised, but it is expected that not more than the amount now offered will be issued. The bonds will be of the denomination of $100, $500 and $1,000. The rate of interest is 7 per cent. to meet which a tax has been authorized and a sinking fund provided for, for the gradual payment of this loan. The funded debt of the State is only about two and a quarter million dollars.

The Connecticut Legislature has passed the Loan bill which authorizes the issue of bonds to the amount of $2,000,000, bearing interest at the rate of six per cent. per annum, with semi-annual coupons attached, payable on the 1st day of January and July of each year, at the treasurer's office, with the principal payable in twenty years from date, or at an earlier date after the expiration ten years, at the pleasure of the General Assembly.

The treasurer is ordered to sell, from time to time, on the requisition of the Governor, such portion of the bonds as the exigencies of the public service may require, the most favorable proposals always to be accepted, and no bids accepted less than the par value of the bonds.

The State of Indiana has placed the funds in New York for the payment of the 1st July interest on her public debt.

The Providence and Worcester Railroad Company will pay a semi-annual dividend of 4 per cent. July 1.

The Western Railroad has declared a semi-annual dividend of 4 per cent., payable July 1 to holders of stock 18th inst.

General McClellan, of Ohio, was last week elected President of the Ohio and Mississippi Railroad.

The Cleveland, Columbus and Cincinnati Railroad Company has declared a semi-annual dividend of five per cent., payable Aug. 1, at the United States Trust Company in this city.

The following is a comparative statement of the prices of some of the leading articles of subsistence, as they were quoted in Northern and Southern markets during the past week:

Corn, per bushel.

Memphis	70	New York	56
New Orleans	80	Philadelphia	54
Montgomery	$1 10	Cincinnati	28
Charleston	1 20	Chicago	21

Flour—per barrel.

Memphis	$8 50	New York	$4 75
New Orleans	9 50	Philadelphia	5 50
Montgomery	10 00	Cincinnati	4 50
Charleston	7 50	Chicago	3 50

Mess Pork—per barrel.

Memphis	$27 00	New York	$16 50
New Orleans	26 00	Philadelphia	17 50
Montgomery	26 00	Cincinnati	14 75
Charleston	27 50	Chicago	15 50

The Receiver of the La Crosse and Milwaukee Railroad gives notice that he will pay on presentation at his office in Milwaukee, with exchange on New York, the coupons of the first mortgage bonds, Eastern Division, payable 1st May, 1861; also coupons of the bonds issued by the City of Milwaukee in aid of the La Crosse and Milwaukee, Fond du Lac, and Green Bay Railroads, payable 1st September, 1860, and 1st March, 1861. The earnings of this road for May, and for the season, which are given elsewhere, show a large increase over the corresponding periods of the previous year, and are said to be highly satisfactory, notwithstanding the officers complain of the great deficiency in the rolling stock. We learn that efforts are making to re-organize this road after the plan of the old Milwaukee and Mississippi road, which is now known as the Milwaukee and Prairie du Chien Railroad Company. The same parties who re-organized the latter company are now turning their attention to the La Crosse. The plan is substantially that adopted by the other road, and provides for a

7 per ct. mort. over the whole road for	$2,460,000
First-class preferred 7 per cent stock	1,500,000
Second-class preferred 7 per cent stock	1,000,000
Common stock	2,440,000
Making the whole capital and debt	$7,400,000

On this sum it is claimed the net earnings will pay 7 per cent. interest.

The Legislature of Ohio, at their last session, authorized the Commissioners of the Sinking Fund to make loans to the amount of $2,750,000 for the purchase of arms, etc., for the support of the Federal Government. Of this sum about $1,000,000 has been arranged, though not all received. The whole amount will be required. The bonds offered will be payable in seven years, at the State Treasury, with interest at six per cent., payable semi-annually, and are exempt from taxation.

We stated in our last issue that funds had been forwarded to Europe by Virginia for the payment of the July coupons on the State debt. That State has a small debt in sterling bonds, the interest upon which is payable in London, and it is the interest upon this debt, about $58,000, which has been remitted.

The bidding for the Three Million Pennsylvania loan for war purposes, was equal to the amount needed at par. The loan has ten years to run, is exempt from taxation, and the law which authorizes the issuing of the loan, makes provision for raising by taxation the necessary means to pay interest and principal. The list of bids contains the names of seventy-four banks, insurance companies, and railroads. The largest amount taken by one corporation, is $300,000, taken by the Farmers' and Mechanics' Bank, Philadelphia. The Pennsylvania Central Railroad subscribed for the same amount.

☞ We give elsewhere the result of a trial at Providence, R. I., of a new steam fire engine, recently supplied to that city by Messrs. Silsby, Mynderse & Co., of Seneca Falls, N. Y. The agent in this city is Charles W. Copeland, Esq., 122 Broadway.

Railroad Earnings.

The regular monthly meeting of the Directors of the Baltimore and Ohio Railroad, was held on the 12th inst., when exhibits of the condition of the road in its several departments were submitted. It was stated that the revenue of the main stem and branches of the company, as far as reported for May, amounts to $208,394 54 to which is to be added the payments to be made for large government services, etc., the accounts for which are not yet adjusted. These extra services consist in the transportation of troops, munitions of war and other Government property to and from the capital. These accounts, when settled, will, it is believed, more than make up the deficit made in the item of passenger transportation caused by the obstructions to travel on the Washington branch and main stem of the road.

The earnings of the La Crosse and Milwaukee Railroad for May, 1860 and 1861, and for the season, to June 1, were as follows:

	May, 1860.	May, 1861.
Passengers	$22,782 07	$23,495 95
Freight	44,159 88	86,382 24
Miscellaneous	2,582 52	3,593 71
Total	$69,623 49	$113,471 85
Increase		$43,848 36
Earnings for five months, 1861		$332,463 59
" " " 1860		233,978 20
Increase		$98,485 39

The receipts of the Grand Trunk Railway of Canada for the week ending June 8,

were	$65,987 63
Week ending June 7, 1860	63,378 16
Increase	$2,609 47
Total traffic from July 1st, 1860	$3,201,562 94
Corresponding period previous year	2,688,398 21
Increase	$513,164 73

The earnings of the Erie Railroad for May, as compared with the corresponding period last year, were as follows:

May, 1861	$507,480 37
" 1860	419,991 57
Decrease	$87,488 80

Hudson River Railroad.

The following gentlemen have been elected directors of this company for the ensuing year Samuel Sloan, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, Erastus Corning, Wm. H. Hays, Robert P. Getty, Henry A. Smythe, J. B. Johnston, E. H. Miller, Moses H. Grinnell. Subsequently Samuel Sloan was re-elected President, and D. Thomas Vail, Vice-President.

Sale of the Kaighn's Point Ferry.

The property of this ferry was sold at public sale, a few days since, for $30,000. The property included the ferry boat Stephen Girard, and eighty feet front on the river, extending north and south of the ferry dock, and reaching east as far as the wants of the ferry require. Of course, this sum is far below its value, and only goes to show with what reluctance capitalists invest their money. In a few years the purchaser will double his money. —*Phil. E. Journal.*

Journal of Banking Law.

BANKING. A CERTIFIED CHECK EQUIVALENT TO A DEPOSIT,—THE STATUTE OF LIMITATIONS DOES NOT BEGIN TO RUN UNTIL DEMAND IS MADE FOR ITS PAYMENT.

The Supreme Court of Pennsylvania in the case of the Girard Bank *vs.* the Bank of Penn Township, have just decided that where a party receives a check and proceeds to the bank and gets the bank to certify that it is "good," the bank then holds an amount of money, equivalent to the amount of the check, on deposit in favor of the holder of the check.

The case also decides that where a check is so marked "good" and the holder does not demand payment for more than six years, still the statute of limitations will not bar an action brought by the holder of the check against the bank, nor will the statute begin to run until payment is demanded of the bank.

The check in question was drawn on the 7th of October, 1852. When it was certified, did not appear, but it was probably certified when it was drawn. It was not presented for payment until September 3, 1859. Nearly seven years, therefore, elapsed from the time it was certified to the time a demand was made for its payment.

The case was tried in the District Court of Philadelphia and a judgment was rendered for the defendant. The defendant then appealed, and the judgment below was reversed. The following is the opinion of the Court.

STRONG, J.—Were this a suit against the Bank of Penn Township by the original depositor, the statute of limitations would be interposed in vain, not so much because a bank is a technical trustee for its depositors, as for the reason that the liability assumed by receiving a deposit is to pay when actual demand shall be made. The engagement of a bank with its depositor is not to pay absolutely and immediately, but when payment shall be required at the banking house. It becomes a mere custodian, and is not in default or liable to respond in damages until demand has been made and payment refused, such are the terms of the contract implied in the transaction of receiving money on deposit; terms necessary alike to the depositor and the banker. And it is only because such is the contract, that the bank is not under the obligation of a common debtor to go after its customer and return the deposit wherever he may be found. Hence it follows, that no right of action exists, and the statute of limitation does not begin to run until the demand stipulated for in the contract has been duly made.

Nor is it easy to see why the holder of a check marked "good," stands in any different position from that of the original depositor. Presenting a check and having it thus certified, is clearly not a demand for the money deposited. Its purpose is not to demand payment, but to obtain evidence that the sum mentioned in the check remains on deposit to answer the check when presented. It contemplates that the bank is still to retain the custody of the money. How retain it? As a depository, or as value paid for the acceptance of a bill of exchange? Certainly not as the latter, for then no demand at the banking house would be necessary before suit, and the presentment of a bill payable on demand, merely for acceptance, is an absurdity. When a check payable to bearer, or order, is presented with a view to its being marked "good," and is so certified, the sum mentioned in it must necessarily cease to stand to the credit of the depositor. It thenceforth passes to the credit of the holder of the check, and is specifically appropriated to pay it when presented, and as the purpose of having it so certified is not to obtain payment, but to continue with the bank the custody of the money, the holder can have no greater rights than those of any other depositor. Certainly he has no right of action until payment has been actually demanded and refused. That he stands on the footing of an ordinary depositor is the doctrine of Willetts *vs.* the Phœnix Bank. In that case it was said by Chief Justice Oakely, "it is the duty of the officer certifying a check, to cause it to be immediately charged as paid in the account of the drawer, and when this is done the sum thus charged will remain as a deposit in the bank to the credit of the check, and be forever withdrawn from the control of the maker, except as a holder of the check. Such a deposit stands exactly upon the same ground as any other. The bank, instead of being prejudiced, is benefitted by the delay of the owner in calling for its payment, and can with no more propriety impute laches to the unknown holder of the check than to a known holder of an ordinary deposit." Marking a check "good," was held to be an unconditional engagement to hold a sufficient amount of the funds of the drawer to meet the check whenever it should be presented for payment. The Farmers' and Mechanics' Bank *vs.* the Butchers' and Drovers' Bank, is to the same effect. The doctrine is sound. Checks on a bank marked "good," are to be regarded as evidences of deposit to the credit of the holder, and laches in making a demand for payment is no more imputable to him than to any other depositor.

These principles were conceded by the learned judge of the District Court, but he was of opinion that inasmuch as there was no evidence, in this case, of any demand made by the holder of the check within six years from the date of the contract, the plaintiffs could not recover.

Nearly seven years, elapsed from the date of the deposit before demand was made for its return, and the question now is whether such delay in making the demand bars the plaintiff from a recovery. If it does, then this artificial rule which is said to have been adopted in analogy to the statute of limitations, is far more severe upon depositors than is the statute itself. The statute begins to run, not from the date of the deposit, but from the time when the depositor makes demand for payment, and is met by a refusal. This rule completes the bar in six years from the date of the deposit, and as it was applied in the present case, it amounts to a presumption incapable of being rebutted. On the 10th of October, 1854, within six years from the commencement of this suit, the defendants paid the money to Adam Dietrich, the original depositor, taking his bond of indemnity against the certified check which he claimed to have lost, though in truth he had endorsed it away. This paying a duplicate check, and taking a bond of indemnity, was a distinct acknowledgement that the money then remained in bank, on deposit to the credit of the holder of the check which had been certified. It was certainly sufficient to rebut any presumption less than a conclusive one, that it had been paid. Now, as no statute requires that, in cases where a creditor must make a demand before he can sue, the demand shall be made within six years from the date of the contract, or action be debarred; any rule exacting demand within that time can have no other basis upon which to rest than a presumption that the debt has been paid, or the deposit withdrawn. What becomes of such a presumption in the face of a clear acknowledgement of the debtor that the debt remains unpaid, or that the deposit is a continuing one?

We cannot agree that there is any such rule applicable to an ordinary case of debtor and creditor, banker or depositor, or bailor and bailee. It would be mischievous in its operation upon contracts generally, and mischievous in the extreme when applied to contracts of bailment. And we think it would be a surprise, were we to hold that banks or other corporations can defend themselves against claims for deposits or undrawn dividends, on the ground that no actual demand has been made for them within six years.

In Thorpe and Wife *vs.* Booth, it appeared that suit had been brought upon a promissory note dated March 12th, 1813, whereby the defendant promised to pay seven hundred pounds "twenty-four months after demand." The note was not presented for payment until June 28, 1823; more than ten years after it was given. The defendant pleaded the general issue and the statute of limitations. But the plaintiff was held entitled to recover on the ground that the cause of action did not arise until twenty-four months after the demand was actually made. That it was not made within six years from the date of the note was treated as of no consequence. This was a case between a simple debtor and creditor. There is even less reason for requiring a depositor to make speedy demand, for it would defeat the very purposes of the deposit.

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Upon the whole, we find nothing in the adjudicated cases which requires us to hold that a depositor is barred of his action against his banker by delaying to call for his deposit more than six years from the time when he placed the money in bank. And we think such a doctrine would be alike impolitic and unjust.

Judgment reversed, and judgment on the verdict for the plaintiffs.

U. S. Coast Survey.

The officers of the United States Coast Survey have received orders from headquarters to prepare to commence operations up the lakes. It is not reliably ascertained at what time they will go, but probably in a few days. The field of operations will probably be on Lake Superior. The following officers, so far as our informant was advised, will take charge of the survey: Captain Meade, Topographical Engineer and Superintendent of the Lake Survey, commanding the United States steamer Search; Lieutenant J. L. K. Smith, Topo-

graphical Engineer and Assistant on Lake Survey, commanding the United States schooner Coquette; Assistant J. A. Potter, commanding the United States steamer Surveyor. The astronomical party will be in charge of Assistant James Carr. The topographical parties will be in charge, respectively, of Assistants W. H. Harding, D. F. Henry and Henry C. Penny.—*Detroit Free Press.*

Steamship-Building on the Clyde.

Of all the vessels constructed in the Clyde for different parts of the world, we do not know that any are intended for a more important purpose than the steam trains of shallow barges for the navigation of the Indian rivers which have there been built and tested. We have already informed our readers that two of these trains, built by Messrs. Reid and Co., of Port Glasgow, are of such large dimensions and of such great power that they will be able to ascend any of the great rivers of India, each carrying a cargo of three thousand tons under hatches, on 2½ feet draught of water; and by thia great carrying power they will be able to convey cotton, flax, wool, sugar, and other important products, from the interior to the coast, at a low rate, with large profits to themselves, while they will return up the rivers laden with British manufactures. Some portions of these vessels have been already sent to Calcutta, and are being put together; and the powerful steamer Jumna, which, after having been tested on the Clyde by the eminent engineers, Messrs. Penn and Napier, and found completely to fulfill her intended objects, has since been taken asunder, has been laden into a clipper-ship, now on the point of sailing for Calcutta, where she may be expected to arrive in about 90 days from the present time. We may, therefore, hope to have the Jumna and her sister ship, the Ganges, running upon the Ganges in the present year—not to speak of the two smaller steamers which the same company has sent out to Calcutta. and two others to Kurrachee.—*Herapath.*

Suspension Bridges.

Without going back to the rope bridges of the Chinese and the Indians, the erection of a suspension bridge across the Tees in 1741, is a sufficiently early instance of the introduction of structures. In this case the span was but sixty feet, and the footway, suspended at a height of sixty feet above the stream below, was but two feet wide. It was not, however, until Telford reported upon the practicability of a bridge at Runcorn Gap that the suspension principle attracted any considerable attention. The widest span of bridging then standing in Britain was that of 236 feet, over the Wear at Sunderland, although Mr. Rennie had just completed his design for Southwark bridge with its centre span of 240 feet, and he had also planned an iron bridge, with three arches of 350 feet span each, for the Menai Straits. Telford's design, therefore, for a bridge over the Mersey, with a single span of 1,000 feet, and two side spans of 500 each, greatly surpassed not only the boldest works previously erected, but even his own gigantic conception of a cast iron arch of 600 feet clear span on the site of old London bridge. When, however, we distinguish such a design as one of great boldness, it is not to be understood that the designer had ventured nearer the limits of safe resistance of iron than the most orthodox engineer would now do. No part was to be loaded beyond 10,000 pounds tension per square inch of section. Confining himself to this limit, Telford naturally preferred a system which admitted of spans of even 1,500 feet to the arch which, although theoretically capable of extension to spans, in cast iron, of several thousand feet, is limited, practically, by the difficulty of lateral stiffening, and by that of providing sufficiently solid abutments, to spans but of a few hundred feet. The girder had not been employed, in Telford's time, to any considerable extent; but when we consider that in one of its best forms, that of a wrought iron tube with cellular top and bottom, a girder proportioned like those of the Britannia bridge would only bear its own weight over a span of 1,570 feet, and that the Britannia tubes, if extended in length simply, without being correspondingly deepened and thickened, would break down at a span of 850 feet, it is hardly probable that Telford would have preferred such girders to a system which is capable of spans of at least 4,000 feet, and, if the chains have no load beyond their own weight, to 7,500 or 8,000 feet before breaking down. Mr. Edwin Clarke, whose work on the Britannia and Conway bridges may be considered as an authoritive declaration of the views of the late Robert Stephenson, and who has calculated the span, above mentioned, at which a tubular girder would break by its own weight, states that the 1,570 feet span would require a tube 100 feet high, 48 feet wide, and weighing no less than 62,000 tons! An iron bar, welded together, or an iron wire, whatever its size or weight, provided its strength is at the rate of only 50,000 pounds per square inch of actual cross section, would not break down until stretched over a span of at least 7,500 feet, provided the deflection of the bar or wire were 1-15 of the span. Inasmuch, however, as good iron wire, which has been and is likely to be still further employed in suspension bridges, has an average strength of 100,000 pounds per square inch, the ultimate limit of wire spans may be considered as fully 15,000 feet, or nearly three miles, and even with an attached roadway, as at least a mile and a half. The strain upon a wire or chain cable, suspended at the ends and drooping with different deflection, has been ascertained experimentally, and is besides easily calculable. There are but few suspension bridges in which the strain on the cable, at the towers, is as much as twice the actual weight of the cables and their suspended load. In Hammersmith bridge, the proportionate deflection of the chains of which is a fair standard for suspension bridges generally, the strain on the cables, at the towers, is 1,857, or less than 1 7-8 times the weight of the cables (between the towers) and their suspended load. In the Niagara railway bridge the whole suspended weight, when the bridge is unloaded, is 1,000 tons, the strain produced by which is 1,810 tons. This is the strain on the cable at the tops of the Towers, although it is, of course, to be borne in mind that the supporting power of the cable is twice as great, with its two points of suspension, as it would be were it suspended from one point only and at the same curve. In other words, each half of the cable supports, separately, one half only of the whole weight, and the actual strain of 1,810 tons at each tower is produced by a weight of but 200 tons. The strain produced by the "half spans" or end spans outside the towers, of Hungerford and Chelsea bridges, are equal to that arising from the whole main span. The greatest strain on a suspension cable is always at the summit of the towers, and here the strain is due to one-half of the suspended weight, between the towers, acting in a direction which is tangential to the curve of the cable where it meets the tower. The catenary so nearly resembles the parabolic curve that this direction may be almost exactly determined in the following manner: At the middle of the span drop a verticle line from the lowest part of the catenary curve. On this line lay off, below the centre of the cabler or chain, at its lowest point, a distance equal to the deflection of the cable, so that the vertical distance of the point thus found, below the points of suspension of the cable, will be equal to twice its deflection. From this point draw diagnonals, on each side, to the tops of the towers, or to the points of suspension of the cable. These diagonals will coincide with the line of strain at the summits of the towers, and by as much as each of these diagonals exceeds twice the deflection of the cable, will the greatest strain on the latter exceed one-half of the whole uniformly distributed weight suspended between the tower. In the Niagara bridge the span, between the centres of the towers, is 822 feet, twice the mean deflection of the two cables on each side (one being deflected 54 feet and the other 64 feet) is 118, and the diagonsal of a right angled triangle, with sides of respectively 411 feet and 118 feet, is 426.6 feet. Then as the 118 is to 426.6, so is 500 tons (the weight suspended by each half of the four cables collectively) to 1,817 tons, the total strain produced on the cables. This result so nearly approaches the actual strain that the rule in question is preferable to the longer formula generally employed.

The capacity of iron cables, when suspended between fixed supports, being once determined, and the results comprehended practically by engineers, as they were more than forty years ago, it was natural that the suspension principle should have been extensively applied. The Galashiel bridge, of 112 feet span, and the Peebles bridge, of 110 feet span, were constructed in the year 1816; the Dryburgh bridge, of 260 feet span, was completed in the following year, and that over the Tweed at Kelso, 437 feet between the points of support of the chains, was finished in 1820. The Union suspension bridge, over the Tweed near Berwick was completed also in 1820, its span between centres of towers being 449 feet. The Newhaven suspension pier, with three spans of 209 feet each, was finished in the following year, and in 1823 was completed the Brighton chain pier, with four spans of 255 feet. In this year also, M. Seguin, of Lyons, introduced wire as a material for the cables of suspension bridges. Hammersmith bridge with a clear span, between the centres of supports, of 422 feet three inch, was opened in 1824. Telford's principal work, the Menai bridge which occupied upwards of six years in construction, was completed in 1825. The distance between the centres of the towers is 570 feet 10¼ inch, the span of the catenary being 570 feet. The Conway suspension bridge measures 372 feet between the points of suspension. The Montrose bridge, over the Esk, was completed in 1859, and the distance between centres of towers is 423 feet. Marlow, Norfolk, Micklewood, Broughton, and Twerton suspension bridges, with spans of from 103 feet to 584 feet, were also erected at about the same time. A number of suspension bridges has also been erected, prior to 1830, in France. In 1834, the Fribourg bridge, erected by M. Chaley, was completed. This bridge has a span, between the faces of the towers, of 870 feet 4 inches, its cables being formed of 4,224 wires, each 0-12 inch in diameter. The Charing Cross or Hungerford bridge was completed in 1845, the span of its catenary being 676½ feet, and, although occupied only as a foot way, its chains have a total cross sectional area near towers of no less than 312 inch. This strength is to be increased one-half on applying the chains (which are soon to be removed from Hungerford) to the 703 feet span at Clifton. We may notice here the bridge over the Dordogne at Cubsac, which consists of five spans of 400 feet each at an elevation of 125 feet above the water. Next may be mentioned the suspension bridge erected by Tiernay Clark over the Danube, at Pesth. This bridge has a central span of 666 feet besides two side spans. It was ten years in construction, being completed in 1849 at a cost of £622,042. A bridge of half the span, or 334 feet had been erected twenty years before over the Danube, at Vienna. Mr. Charles Vignoles' great bridge over Dnieper, at Kieff, was completed in 1853, at a cost of £432,000. It has four spans of 440 feet, from centre to centre of towers, and two half spans of 225 feet. The suspenion bridge at Glasgow is also a recent work, and Mr. Page's Chelsea bridge is still more so. The late Mr. Rendel constructed a handsome suspension bridge also at Inverness.

In America, the greatest suspension spans yet attempted have been executed, and others still larger are in progress or projected. Wire cables have been employed in all cases, in preference to chains. The widest span is that of 1,043 feet constructed by Mr. Serrell, over the Niagara river at Lewiston. The next is that of 1,010 feet erected by Mr. Ellet over the Ohio river at Wheeling. The latter engineer erected one also of nearly 800 feet span over the Niagara river, near the falls. This bridge, completed in 1848, was subseqnently removed to make room for the present railway and highway bridge, of 822 feet span, erected by Mr. Rœbling. The wire of the first bridge was found to be perfect after six years' use, and was accord-

ingly employed in the cables of the present structure. Mr. Rœbling has another railway bridge of 1,224 feet span, in progress, and he has projected one of 1,800 feet span to connect New York and and Brooklyn, and another of 2,600 feet, or nearly half a mile, in a single span, across the Mississippi river at St. Louis. Mr. R. M. Ordish, of Great George Street, has made a design for a bridge of half a mile span, across the Thames, below the Tower, and Mr. Peter Barlow has proposed one with a single span of 3,000 feet across the Mersey at Liverpool.

It is perfectly true that several suspension bridges have been greatly injured or entirely destroyed by storms, whilst others have fallen in consequence of undulations caused by the motion of carriages or the marching of troops over them. The Brighton pier and the Menai bridge were greatly injured by storms, and the little bridge at Broughton, near Manchester, fell in consequence of the motion imparted to it by the marching of a body of troops, all of whom were percipitated into the water below, not one, however, being drowned. The Wheeling bridge, over the Ohio river, in America. was wrecked in a gale, and a suspension bridge at Newport, Kentucky, U. S., broke down under a passing load. In France, too, where a number of suspension bridges have failed, one recently broke down over the Garonne. In every case, however, of failure, the platform had no stiffening, and there was nothing to prevent the undulation of the chains or wire cables. In one storm a wave, estimated at 16 feet high, traversed the flooring of the Menai bridge, the chains and platform rising by that amount. The chains were not broken, however, a proof, in itself of their ample strength. Had the platform been stiffened by a light girder, it is improbable that any extensive undulation could have occurred. Suspension platforms so stiffened are known to withstand the severest storms without injnry, as also the galloping of mounted troops. Before the public opening of the Pesth bridge, the Hungarian troops crossed it in confusion, pursued by the Imperialists, and for forty-eight hours the platform was covered with a flying mass of horses and men. The Russian cavalry cross the Kieff bridge at a gallop. There is no check upon the speed of carriages crossing Chelsea bridge, except the interventioh of the toll taker before crossing at all. The Niagara railway bridge, after six years' use, has been pronounced to be in a perfect condition. The floor of this bridge, it must be admitted, is stiffened (in addition to the pair of continuous girders, 19 feet six inch deep) by fifty-six wire stays anchored to the rocks below. In applying girders to suspension bridge platforms, the weight is, of course, increased, and the limit of span theoretically reduced. Practically, however, there is reason to believe that a trussed platform admits of much longer spans than where no stiffening is employed. Although the deflection of a trussed girder might, by itself, be excessive over a clear span of 1,000 feet it is evident that this deflection must be considerably reduced by suspending the girder from a chain. Mr. Peter M. Barlow states, as the result of actual experiment, that, under all circumstances, the combination of the chain and girder reduces the deflection of the latter to about one twenty-fifth the amount when standing alone. Professor Rankine states as the result of mathematical investigation, (by suspension from a chain) the deflection of the girder is reduced to one twenty-seventh its amonnt when standing by itself. The practical results obtained in the working of the traffic over the Niagara bridge, the trussing of which is of timber, appear to bear out these deductions. Telford was of the opinion, moreover, that suspension bridges could be made available for any and all traffic, an opinion which was ascertained also by the late Mr. Rendel. The same opinion is held, also, we believe, by Sir W. Cubitt, Mr. Vignoles, and Mr. Page, and, most certainly, by Mr. Barlow. George Stephenson, and the late Mr. Brunel, professed much the same faith; and the time is likely to come when it will be matter for wonder that any engineer ever held otherwise. —*London Engineer.*

Coinage in Great Britain.

Nine years have elapsed since the discovery of gold in Australia, and a comparison may now be drawn between the amount of that most precious metal which has been coined at the Royal Mint between the equal periods comprised between 1843 and 1851 and 1852 and 1860 inclusive:

Year.	Gold coinage.	Year.	Gold coinage.
1843.....	£6,607,849	1852.....	£8,742,270
1844.....	3,563,949	1853.....	11,952,391
1845.....	4,244,608	1854.....	4,152,183
1846.....	4,334,911	1855.....	9,008,663
1847.....	5,158,440	1856.....	6,002,114
1848.....	2,451,999	1857.....	4,859,860
1849.....	2,177,955	1858.....	1,231,023
1850.....	1,491,836	1859.....	2,649,509
1851.....	4,400,411	1860.....	3,121,708

These figures exhibit a total coinage of £86,153,680,—viz., £34,431,958 in the first nine years, and £51,719,722 in the second. The yearly average between 1843 and 1851 was £3,825,773, and between 1852 and 1860, £5,746,635, showing an increase of as nearly as possible 50 per cent. The fact must also be taken into consideration that a very large number of sovereigns have been coined at the mint established in Sydney. The value of the silver coined has undergone considerable fluctuations, having reached its maximum in 1853, when it was £701,544, while in 1848 it was only £35,442. The copper coin struck fluctuated between £448 in 1850, and £61,538 in 1854. The total value of the silver coinage in the 18 years was £5,982,461, and of the copper coinage £241,449, the aggregate metallic issues of all descriptions having been £92,377,590.—*London Times.*

Journal of Railroad Law.

IOWA COUNTY SUBSCRIPTIONS TO RAILROADS: PREVIOUS DECISIONS OVERRULED, AND THE POWER OF COUNTIES TO ISSUE BONDS IN PAYMENT FOR RAILROAD STOCK DENIED.

It has now been decided by the Supreme Court of Iowa that the counties in that State have no power to issue bonds in payment of subscriptions to railroad stock.

On the 24th of December, 1858, the electors of the county of Scott, by a majority vote, authorized the county judge to subscribe $275,000 to the capital stock of the Davenport and Cedar Valley Railroad Company, and $100,000 to that of the Le Claire and Davenport Railroad Company. By this vote he was also authorized to levy a tax to pay the principal and interest of the bonds, not to exceed one per cent. in each case in any one year. On the 27th of the same month these petitioners filed their petition for an injunction to restrain the county judge from subscribing the stock and issuing the bonds. The injunction was granted, but subsequently, on respondent's motion, was dissolved and the bill dismissed. The complainants then appealed; contending that in the previous cases decided in this State the question of the power of the county to subscribe for stock and to issue bonds therefore, was incumbered with the additional fact that the bonds then issued were hold by innocent third parties who had parted with value for them, and the county had received the benefit. Therefore, those cases were not authority to decide the facts as set forth in this case; for here the bonds were not yet issued, this being a motion to restrain the county judge from subscribing for the stock and issuing the bonds.

It was contended in behalf of the county that the constitution did not expressly or by implication forbid the exercise of this power; and there being no constitutional prohibition, the Legislature had conferred the power upon the county by section 114 of the code of 1851. The following is, in substance, the opinion of the Chief Justice reversing the judgment below, deciding that the county had no such power, and restraining the County Judge by a perpetual injunction from proceeding to issue the bonds.

WRIGHT, C. J.—In the case before us, the question is made for the first time, to the present members of the court, *before* the bonds have been issued, and before the rights of third parties have intervened. In my opinion the county has no power, inherently or otherwise to issue bonds and subscribe stock for any such purpose; and putting it upon this plain, broad ground. I deny that such bonds are valid, whether held by the railroad company or by an indorsee.

I deny that under the Constitution (old or new) the Legislature can confer this power upon the counties. I deny in the second place that a majority have any inherent right to vote such a tax, so as to subject the property of the minority to seizure and sale for the purpose of paying the same. And in the third place, I affirm, that the Legislature never has conferred this power upon the counties.

Taxation is an element of sovereignty. Safety to the dearest rights of the citizen demands that this should be so, and that it should not be exercised, except where it is necessary for the welfare or safety of the public. All ordinary taxation, whether national, State, or County, is based upon this ground. The citizen pays these taxes in return for the protection and security which is guarantied and secured to him by law, and the political and municipal organizations created for the like purpose. To support these governments, and those institutions which are essential to their well being and vital to their continuance, he is subject to taxation. For a purpose such as that embraced in the proposition submitted in this instance he is not bound. However much such enterprises may tend to develop the material resources of the country, they can in no proper sense be said to render more secure his person, his life, or his liberty, nor to place his property under more perfect protection. It is true that intelligence and knowledge may be more generally diffused, as a consequence of the increase of railroad facilities. And the same is true where mills, manufactories and machinery are introduced, and yet it would scarcely be claimed that a county has the inherent right in its corporate capacity to tax the people for any such purpose. The argument that a majority must rule under our form of government, and that each citizen as a member of society, must submit to this rule as applied to such questions, is no less dangerous than fallacious. Carried out, popular will when thus exercised, could legalize the execution of the citizen: could take A's property and give it to B. These propositions would be regarded as monstrous. And yet how is it different when the majority attempt to tax the minority witbout the authority of legislative sanction, for a purpose entirely foreign to the support of the Government. I see no difference in principle, and there is none certainly when viewed in reference to these fundamental rights which are secured to us by the natural law, and which no legislation can take from us.

Then again the counties exercise granted powers, and as municipal organizations cannot

exercise any other. If not expressly granted, yet if necessary to carry out, or accomplish the purpose and object of their creation, they may be exercised, but not otherwise. If the power claimed in this instance has not been granted, or is not necessary to the fulfillment of the purposes designed in the creation of the corporation, the conclusion follows that its exercise would be illegal and nugatory. * * * * * *

The language which it is claimed gives this power is as follows: "The county judge may submit to the people of his county, at any regular election, or at a special one called for that purpose, the question whether money may be borrowed, to aid in the erection of public buildings; whether the county will construct or aid to construct *any road* bridge which may call for an extraordinary expenditure; whether stock shall be permitted to run at large, or at what time it shall be prohibited, and the question of any other local or police regulation, not inconsistent with the laws of this State," The question is what "roads" are meant? Does the section embrace railroads, or only the ordinary highways or roads of the country?

After noticing and answering the argument in favor of the proposition that the word "road" includes and means "railroad," the learned Judge proceeds as follows:

The code, itself, has given a definition of the word road which, in my opinion, places the question beyond controversy. By section 26, we have a rule for the construction of the statutes of this State; and by the fifth clause it provides that "*the words 'highway' and 'road,' include public bridges, and may be held equivalent to the words 'county way,' 'county road,' 'common road', and 'State road.'*" In the light of this language, what becomes of the argument that the word *'road'* means *'railroad.'*

Then again, the same case states that the words of the statute are to have their natural and ordinary sense or meaning. Granted, and what is proved? Just this, that the word 'road' according to Webster, applies generally to highways, and as a generic term includes *highway, street and lane*, Not only so, but at the time of the passage of the code we had not a mile of railroad in the State; even now in this State when we have several lines of railway constructed, no person understands the ordinary meaning of the word to include a railroad. What charter incorporating a company for the purpose of constructing a railway ever spoke of it as a *road company*. What act of the Legislature giving lands, conferring privileges, or imposing duties upon such a company can be found, which designates it as a *road company?* I answer: None. The truth is, every person, everywhere and under all circumstances, when designing to speak with any degree of accuracy, in this State at least, if they refer to such a *road*, they use the *rail*. In those States where the most usual mode of travel is by railway, in ordinary conversation they may be spoken of as roads. But not so even in such States, when anything like legal accuracy, or the legal sense is aimed at.

But in this State it is not true that the word *road* is understood railroad, either in ordinary conversation, or when used in the statute, for whatever purpose framed, and particularly was this the case at the time of the adoption of the code.

His Honor then refers to the history of the legislation which resulted in the passage of the act and concludes as follows:

"In view of this history, I ask, can anything be clearer than that the Legislature never intended to confer the power claimed by the appellee in this case? It seems to me not; and that whether we look to the language of the law; the construction given to the words used by the code itself; to the natural and received sense of the language employed; to the history of its passage, the subsequent attempt to confer the power; or to all of them combined; the argument is abundant, convincing, overwhelming against the position that the power claimed has been conferred.

Such being my construction of the law which it is insisted confers this power, it becomes unnecessary to examine the question of the power of the Legislature to authorize taxation by the counties for such purpose.

In my opinion, the cause should be reversed, and the injunction made perpetual. And this being the opinion of a majority of the court, it is so ordered.

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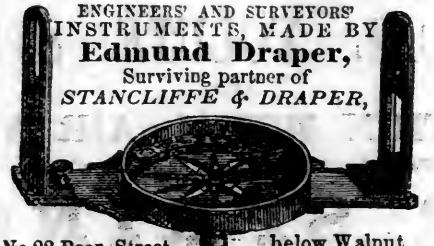
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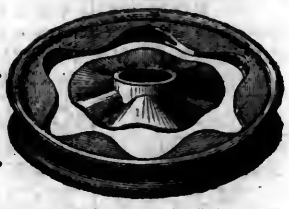
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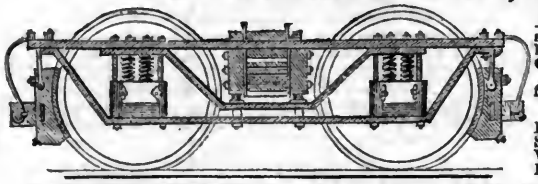
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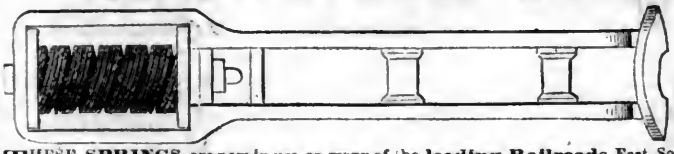
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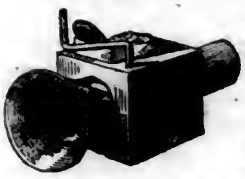


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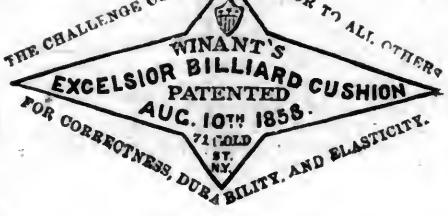
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

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New York, Saturday, June 29, 1861.

Ballooning for War Purposes.

Sublimity, dash, and love of eclat and adventure are almost necessarily so closely connected with the aeronaut profession as to render it impossible perhaps ever to absolutely eliminate the influence of these qualities from the use of balloons under any circumstances and for any purpose. We must not expect the absence of these, but only the addition thereto of the other sterling qualities pertaining to manhood and patriotism. There are in our country hearts and hands able and willing to turn to all the profitable uses of which it is capable, every resource which agility, science, power or wealth can command, and if ballooning may be made of service to our armies, there are thousands of intelligent amateurs, and no doubt scores of experienced and hitherto successful constructors and managers of aerial vehicles who are ready to sacrifice their personal comfort, to risk their lives, and *even* to suppress the desire for immediate or at least for antecedent fame in such attempts.

Balloons were first used for reconnoisance in 1794 in France, at the battle of Freurif, and they were used with more or less success, for the same purpose before the great battle of Solferino, and other battles in the Italian Campaign. The character of our people and the rapid march of improvements in any art in this country, when attention is fairly invited to it, give promise that they may, without any great stretch of probabilities be rendered far more useful during the present struggle.

Photography has made rapid strides and is still progressing. The entire process of producing pictures as generally practiced requires much elaboration, but the negatives may be produced by a very brief exposure in the camera, and it is possible, we may even say reasonably practicable, for a balloon to sail over a tract of country, taking at short intervals by the aid of a large camera, a complete bird's-eye view of the whole country. Camp tents are very conspicuous objects, and troops on a march or in review, with small arms, as generally brightened (let us hope for sufficient reasons) are almost equally so. A glance at one such view would often convey a volume, and a comparison of a large number might solve many additional questions. In many instances an imperfect knowledge of the topography of a district might be partially atoned for by a profusion of such views, with the explanations of a trusty rustic. In others the existence and condition of earthworks, and the presence or absence of water in the ditches, or of guns behind the parapet, might be ascertained by a mere observation, without the additional aid referred to.

But there are serious difficulties in the way of such operations. The first and greatest with a freely floating balloon is obviously the chance of carrying the information to the wrong market. Munchausen's veracious narrative records the uprooting of trees by a whirlwind and their final falling by a change of wind and taking root in the same spots. Can this performance be realized in practice with the art of aeronautics? If not regularly can it be sufficiently often to render it worthy the attempt? Are there upper currents and under currents, or sea breezes and land breezes, so nearly regular as to be relied on at any time of the day or of the year? We are wealthy, but can we afford to hang three balloons upon the pines of Carolina to be seized perhaps in tolerable order by the chivalry, for every one which is expressed back by country wagon or special train to loyal head quarters?

These are questions which remain to be answered in connection with the flight of free balloons, and it is only by such that great heights can be reached or near views obtained of an enemy's positions. The uses of similar gas bags attached to the ground by ropes may be equally great, but they must necessarily be different.

It has been proposed a great many times to anchor a balloon by such means at elevations of 500 or 600 feet and maintain it permanently there, providing for ascent and descent by any suitable apparatus. The weight of the ropes, etc., fixes a very low range for the height of such aspirations and the continual and rapid escape of gas even through the best prepared material limits the time. Few are aware of the fact that the gas used in balloons is not "held" by the oiled silk or other fabric but only checked. The little pink globes sold about the streets, thickly varnished, offend the nostril by the invisible and almost incomprehensible escape of their contents, and the toy purchased at sun-set must be enjoyed that evening if at all. A balloon may be held by a rope of sufficient strength to retain it in a calm, and may fly for a few hours by continual unloading. This is all. The altitude of 1,200 feet was attained by Dr. Black, of Boston, in taking his recent photograph of that city. The height of 3,500 feet, to which Mr. Goddard rose at the battle of Solferino, is the highest we have heard of as attained under such circumstances, and the flight of 36 hours performed by Prof. Wise and his three associates in their very successful journey from St. Louis to Northern New York, in 1859, was among the longest on record under any circumstances, and such can only be made by taking, as is always done by successful *voyageurs* in balloons, a large surplus of gas at the start, balanced by sand which latter is discharged as required.

The height obtained by Prof. Lowe (of Atlantic navigation fame), at his recent experiment in Washington, at the grounds of the Smithsonian Institute is estimated by accurate observers to have been much less than that of the derrick on the dome of the Capitol. The dispatch which reporters believe was sent to the President from that position, perhaps demonstrated the practicability of telegraphing from balloons if it were ever doubted; but this was all that was attempt-

ed. Let us hope that it is not typical of the success of the entire project of war ballooning.

Conveying or instantaneously propagating signals or orders *during* a great battle is a point of much importance and it would seem among the possibilities to aid this by an elevated operator. But the difficulties under such conditions become evidently many times intensified. Gas can only be had at certain points, time is required for every operation with these awkward and conspicuous aids, and, to say the least, the problem of utilizing them to any marked extent for such a purpose remains as yet unsolved.

There is work for inventors in every branch of the subject of army operations. In none perhaps is it more inviting than in this now being considered. But *our* military ballooning is evidently in a very primitive condition as yet, the only facts arrived at by its aid being almost absurdly negative ones.

Specie Exports from England to America.

In less than six months—that is to say, since the 28th of November, when these shipments commenced—we have sent the large sum of £5,800,000 in specie to America. That hoarding is going on in that country is indicated by the fact that after the absorption of this sum, and of some large amounts drawn from the continent, as well as of the whole of the heavy consignment of gold which have continued to come forward to New York with the usual regularity from California, we can trace an addition of less than five millions sterling to the stock of the precious metal in the banks at that city and elsewhere. Hoarding is the inevitable consequence of social confusion, to say nothing of civil war. In the face of a constant fall in the exchange arguments have been used, the drift of which would apparently be that we shall pay America in the form of rifles and munitions of war for the rest of the grain which we shall need from her. In some of our midland districts the orders pressed by the agents of the contending American governments have unquestionably given an impulse to certain branches of industry; but whoever heard of an adverse balance of trade being redressed in such a fashion? Munitions of war, we fear, will go but a small way toward liquidating our debt to America for corn and flour. Supposing, even, that we undertook the entire task of arming a quarter of million of men, what proportion would its cost bear to that of providing, if only partially, for the daily sustenance of 36,000,000? No one can doubt for a moment that the real cause of the fall in New York exchange to 104, announced last week, and upon which the Banks of England have acted, is the grain movement. Again, we see the argument used, that under the distrust inspired by the existing civil dissensions, capital will flow from America for investment in safety here. Isolated transactions of this kind will doubtless be effected by individuals, but to imagine that there will be any displacement of capital of sufficient importance to obviate the pressure from which we are now suffering, seems to be a very unsafe view indeed. It is most unlikely that the investments by Americans in our comparatively high-priced English securities will amount to a tithe of the English investments in the wretchedly depreciated American securities. Had the Americans a superabundance of capital to dispose of they might, of course, transfer it for investment here. But how does the case stand? Why have they thrown the prices of their securities to so serious an extent? Simply because, in their present condition, they do not want securities at all, but capital in its most available form. A severe fall in prices in their stock markets is one means of attracting capital from the foreigner. Hereafter we shall probably realize large profits upon these investments, for as soon as the present troubles have passed away, the Americans will buy back from us at high prices the securities which, for their immediate accommodation, they are now transferring to us at low ones; but for the present the effect of these transactions is unquestionably to increase the amount of the balance against us.—*London News, May* 20.

Ohio and Mississippi Railroad.

From the report of the Superintendent of this road, Wm. F. Biddle, Esq., we learn that the number of passengers carried during the year ending April 30, 1861, was 255,734, of which 128,492 were carried eastward, and 127,242 westward, the earnings from which were $472,998 80. The average rate per passenger from Cincinnati to St. Louis was $4 74; the average rate per passenger, other than from Cincinnati to St. Louis, $1 77; and the average rate per local passenger, $1 57. The total number of passengers carried one mile was 16,935,451.

The number of tons of freight carried was 111,509, of which 58,247 were carried eastward, and 53,262 westward. The gross earnings from freight for the year amounted to $312,545 23. The rate per ton per mile was 2.2 cents. The total number of tons carried one mile was 14,133,069. The report says:

In comparing this with past years, it is necessary to consider its very remarkable history, commercial as well as political, and the strange succession of unexpected events which have exercised so marked a depressing influence on business of all kinds. An examination of the reports of our connecting roads, at Cincinnati and elsewhere, from which our through traffic is derived, shows that these causes have been general in their action, though producing a severer effect on our line, owing to its geographical position, and the comparatively unsettled and unimproved section of country through which it passes. Viewed in this light the decrease in the business of the year just past, from that of the preceding year, is fully accounted for, without at all detracting from the intrinsic merits and strength of the line.

The gross revenue for the year has been $898,817 73, showing a decrease of $116,666 72 from last year.

The amount expended for operating the road, not including $16,274 33 for exchange and interest, has been $728,874 63, showing an increase of $3,937 55 over last year, and giving actual net earnings of $169,943 10, being a decrease of $120,604 27 from those of last year.

There has been a large increase of expenditures on repairs of railway, repairs of bridges, and repairs of passenger cars, and a comparatively trifling increase on repairs of water stations, repairs of depots, oil, waste and tallow, printing and stationery, and loss and damage to freight, giving a total increase of $78,296 74. There has been a large decrease in expenditures on transportation expenses, repairs of engines, repairs of freight cars, fuel, loss and damage to passengers and baggage, and cattle damages, and a slight decrease on repairs of shop tools and machinery and gratuities, amounting in all to $74,359 19, and giving the net increase in operating expenses as shown above.

The increase of $37,930 20 on repairs of railway, of $24,593 17 on repairs of bridges, and of $9,155 20 on repairs of passenger cars, amounting to $71,678 87, almost equals the large reduction in the other important items of expenditure. But we have the satisfaction of knowing that the economy effected in the latter will, in all probability, be permanent; and that the substantial improvements resulting from the large outlay on the former, will soon place us in a position to make a corresponding reduction in them.

During the year 8 miles of track have been ballasted, and 75,183 new ties, and 6,950 new chairs, have been put in the track; 453 tons of old iron have been rerolled at Indianapolis, 204 tons at Covington, and 100 tons of new iron purchased at Cleveland, all of which was put in the track during the fall and winter of 1860. In March, 1861, 500 tons of new iron were purchased from the Cambria Works, Johnstown, Pennsylvania, nearly all of which is now laid, extending from Milan to Laughery creek, almost six miles. This rail is of a new pattern, weighing 57 lbs. per yard, and 4½ inches high, giving greatly increased vertical stiffness. It is laid with an improved fish joint, 18 inches long, the outside bar being of seasoned oak, and fastened with slotted square bolts and wedge keys instead of screw bolts and nuts—the whole costing but 50 cents per joint, exclusive of labor in putting it down. This combination affords much greater smoothness and stability of surface than the track heretofore laid on the road, and from present indications promises to wear well.

Seven culverts, containing 387 cubic perches of masonry, have been built to take the place of wooden ones. There are yet remaining ninety wooden culverts on the road, of which at least twenty, containing about 990 cubic perches, must be rebuilt during the present year.

Trestle No. 1 at the Miami Bridge has been substantially rebuilt with pine timber, and the material is on the ground for rebuilding No. 9 on mile 99. These expenditures, together with the large amount of work that has been necessary to keep the canal bank between Cincinnati and North Bend in repair, in thoroughly ditching all cuttings, in repairing an extensive slide at the eastern approach to Otter Creek Bridge, in clearing out and widening the cut near Loogootee, in filling the approaches to Bridge No. 63, over the Wabash and Erie Canal and in widening and repairing the roadway in several other places, have caused the increase noticed above, in the amount charged to repairs of railway.

It was found absolutely necessary early in the summer of 1860 to commence extensive repairs on very many of the bridges, and a large force of carpenters has been constantly at work from that time, under the superintendence of Mr. T. D. Lovett. This force has renewed with pine timber the upper chords of Nos. 3, 8, 9, 12, 17, 18, 22, 23, 24 and 27, and has otherwise generally repaired them. It has also renewed a large portion of lower chord and a number of posts and braces in the west span of No. 64, at West Fork of White river, placing it in thorough repair; has framed one upper chord for No. 29, which will be put on in a few days; has placed trestles under Nos. 6, 7 and 10; and has thoroughly repaired all the small bridges. No. 30, at Muscatatac Creek has been rebuilt, by putting two spans 107 feet in length of Howe's truss, with a centre pier 35 feet in height, in place of a single span of McCallum's truss 214 feet in length. No. 33 has been built in place of trestle work at Mutton Creek, one span of 130 feet, with substantial abutments. In both these cases the difference between their cost and that of renewing the original structure has been charged to construction. The eastern abutment and centre pier of No. 64 have been entirely rebuilt in the best manner, and the western abutment repaired. In addition to this work by the company's force, Nos. 2, 4, 5, 37, 60, 62 and 63 have been repaired under a contract with the McCallum Bridge Company, on a plan suggested by Mr. D. C. McCallum after a personal examination of most of the bridges, and which has so far answered a good purpose. The Bridge Company is now at work on No. 65 at the Wabash river, which will probably be completed this month.

Notwithstanding the large amount of work here described, which fully accounts for the increase in expenditures on repairs of bridges, a still larger amount yet remains to be done to make all our bridges entirely sound and reliable.

The draw at the Wabash river and Bridge No. 10, must both be rebuilt at once, and Nos. 6, 25, 26 and 28 ought to be rebuilt during this season. We must look forward to renewing three or four bridges each year for several years to come.

The great number of these structures upon our line will always necessitate a large force and heavy outlay to keep them in repair, and I most earnestly recommend the adoption of iron in place of

wood for all new bridges, as the only means of permanently reducing expenditures in this department.

During the year there have been erected the following buildings: A freight house at Aurora, 30 by 20, with 6 feet platforms in front and rear; a boarding house, for men at Dillsboro', 19 by 27, with kitchen 14 by 14; a depot at Hardenburg, 40 by 24, with 10 feet platform; a depot at Sparksville, 40 by 24, with 10 feet platform; a joint transfer freight house at Mitchell, 96 by 30, with 8 feet platforms in front and rear, and 24 platforms at the ends; a depot at Shoale, 16 by 25; a depot at Wheatland, 40 by 24, with 10 feet platforms; and a joint transfer freight house at the crossing of the Evansville and Crawfordsville Railroad, 80 by 16, with 4 feet platforms.

A new cast iron turntable has been put in at Storrs, the engine house enlarged by 5 more stalls, and the track relaid and thoroughly ballasted.

The year has been more than usually fruitful in accidents to trains, which, although in no case producing any but very trifling injury to passengers, have yet caused much damage to cars, and swelled the expense of repairs on them very considerably beyond the natural depreciation from use. This is especially true of the passenger cars, which suffer most from such mishaps. Nearly the whole number of passengers cars have had entire sets of new wheels during the year; 21 passenger cars, four second class cars and seven baggage cars have received new tin roofs; two passenger cars and four second class cars have been rebuilt and painted; ten passenger and two baggage cars have been repaired and painted, and one new baggage car has been built. With the exception of the old cars built at Cochran, the passenger equipment now running is in better condition than at the date of the last report, giving reason to expect a reduction in this item of expense during the year just begun.

The most important work on freight cars has been replacing 204 old and defective roofs, mostly of canvas, with tin, and at the same time strengthening the framing of the roof. A great saving will be effected by this, in damages to goods from leakage in rainy weather, which has heretofore been a severe burden on the profits from transportation of freight. Four freight cars have had new roofs of canvas laid over felt and coated with rubber cement.

There have been 89 iron trucks built, to replace old and defective wooden ones, and 346 rubber springs purchased and used.

The motive power of the road has been kept in good condition, though heavily tasked at times. The Bissell patent truck has been placed under four of the passenger engines, and the castings are ready for two more. On a line with so much curvature as ours, this improvement is of great value, giving increased steadiness and safety at high speed.

I hope that this season will enable us to make such improvements in our track that the rate of speed which has been forced on us by competing and connecting lines will be less destructive to both roadway and rolling stock.

With an increase in the mileage of engines of 22,979 miles, there has been a decrease in the expenditure for fuel of $10,623 24—caused partly by a decrease in the average price paid for wood, and in the quantity purchased in advance of use, and partly by increased watchfulness and a system of check on its consumption. The erection of sheds for covering the supply at the important stations is very necessary, and would no doubt produce still further economy.

I would call attention to the very satisfactory reduction of $8,739 04, (53 per cent.,) in the item of cattle damages—one of the most annoying sources of loss to which Western railways are subjected. This reduction is principally due to the services of Mr. T. Gazlay, local attorney for the company. About 10,000 feet of fencing have been used in closing dangerous and exposed places, and several miles of road have been fenced by the farmers along the line, which, together with a number of cattle guards placed at public road crossings, have materially diminished the danger to cattle; and it is probable that a still further reduction in this expense may be made.

The operations of the year, although resulting in a serious loss of revenue, have produced a decided improvement in the condition of the road, rolling stock, and business facilities.

The adverse influences have been entirely beyond our own control, and, it is hoped, will be of short duration. Their removal will doubtless bring a large return of traffic to the line; and while it is now a source of regret that the operation expenses cannot be further materially reduced without impairing the efficiency of the organization, it is some satisfaction to know that when that time arrives a business fully fifty per cent. greater can be done with almost the same expenditure.

The crops along the line did not show the increase that had been looked for, having suffered much from drought, especially the corn.

In addition to this the great Southern demand for produce of all kinds that began in the winter, and has since been constantly on the increase, has diverted much traffic to the roads crossing us that we should otherwise have obtained. At no time during the year were we able to compete successfully with the river for carrying cotton, the difference in rates being such as to almost close the business with us.

The number of hogs fed along the line was much larger than last year; but the greater part of them were either contracted for or sold at Louisville and New Albany, giving us very short hauls, and in many cases being driven to the cross roads.

A large decrease of tonnage in flour and grain, is due to the same cause.

The light crops have of course lessened the purchases of the farmers, producing a decrease of tonnage in groceries, furniture, household goods, &c., and also a decrease in the local travel. The trade in lumber, lime and cement has been very dull, owing to the stoppage of building operations, and we have suffered accordingly.

From present indications the crops of this year will be good. The unsettled condition of the Southern States, and the embargo on shipments of produce to them, will most probably cause a return to this line of the traffic which last season changed its market; and though we cannot look for a complete re-establishment of prosperous business until our national affairs are satisfactorily settled. I do not think that the prospects of the year now begun give reason to apprehend less favorable results than those of the one just past.

Cultivation of Cotton in Jamaica.

We perceive with much pleasure that in consequence of the present unhappy state of America, the Cotton Company of Jamaica have determined on immediately laying out several thousand acres of land in the cultivation of cotton.

Would it not be desirable for Bahamian planters to turn some of the waste lands of this colony to the same account.

From Demerara, we learn that on the 3d of April the Governor announced that the applications for coolies had amounted to 7,315, or 3,315 more than, according to his own previous representations, they were likely to obtain, while, on the other hand, the applications for Chinese emigrants have been increased from 1,100 to 3,085. The court determined to limit the applications for the former to 5,000. The number of Chinese to be ordered at once has been fixed at three thousand one hundred, but it is understood that further applications will be received, and orders for any additional numbers sent on. The votes on the estimate for the proportion of passage money payable by the colony are, in the case of coolies $48,000, and in the case of Chinese $125,000; and the entire vote for this year's expenses on account of immigration to be borne by the colony, amounts to $289,220. This is entirely exclusive of the provision for interest and sinking fund on the public debts due on account of immigration. That provision is set down at $181,240—making a total of $470,460, or nearly one-third of the entire estimated expenditure, for immigration purposes.—*Nassau Guardian, June* 1.

La Crosse and Milwaukee Railroad.

As stated last week, efforts are being made to re-organize this company upon a basis somewhat similar, and believed to be susceptible of equally favorable results, of the recent scheme of the creditors and shareholders of the Milwaukee and Mississippi Company, to which the actual or productive value of the La Crosse line might be likened. The proposed plan is to sell the road under the decree of foreclosure, to be purchased for the benefit of assenting creditors and farm mortgage stockholders; and pay the present creditors and that class of stockholders with bonds and stock of the new company as follows:

Value of property		$7,400,000
Divided as follows:		
Mortgage, 7 per cent. thirty years	$2,460,000	
1st preferred stock, 7 per ct.	1,500,000	
2d " " "	1,000,000	
Common stock	2,440,000	
		7,400,000
Appropriate the mortgage bonds to pay 1st mort.		
Eastern Division, at par		$900,000
City of Milwaukee at par		314,000
2nd mort. Eastern Division, 25 per cent.		250,000
Land grants Nos. 1–1,991, 50 per cent...		995,500
Unappropriated		500
		$2,460,000
Appropriate 1st preferred stock to pay—		
2nd mort. E. D. 50 per cent...	$500,000	
Land grants Nos. 1–1,991, 50 per cent.	995,000	
Unappropriated	4,500	
		1,500,000
Appropriate 2nd preferred stock to pay—		
Land grants Nos. 1,992–2,500, at 75 per cent.	$381,750	
Land grants Nos. 2,500–4,000, at 40 per cent.	600,000	
Unappropriated	18,250	
		1,000,000
Appropriate common stock to pay—		
Land grants Nos. 2,500–4,000, at 35 per cent.	$525,000	
Farm mortgages, at par	1,000,000	
Milwaukee & Minnesota stock, ($1,500,000), at 20 per cent.	300,000	
Unappropriated	615,000	
		2,440,000
Cost of road		$7,400,000

Scinde (India) Railway.

By advices from Kurrachee, dated 21st April, several heavy trains have passed over the railway with regularity and safety, some of them containing about 300 passengers. The line has also been used for the conveyance of troops, artillery carriages, military stores, and for Punjaub materials. The Parsees and other traders at Tattah, on the Indus, are forming branch establishments at the Joongshaei station, and the collector of the district is laying out the surrounding ground for building purposes. The Tattah traders also propose constructing, at their own expense, a branch or tramway to connect Joongshaei with Tattah. The company's steamer "Stanley" was to leave the terminus at Kotree, on the Indus, for Mooltan, it being her first commercial trip, on 23d April, taking first and second class passengers with about 200 tons of cargo, receiving for the upward freight alone about 1,200*l*. Cargo had been already collected at Moultan for the return trip to Kotree.

Journal of Railroad Law.

IOWA LAWS RELATIVE TO CATTLE RUNNING AT LARGE; NO TRESPASS FOR THEM TO BE UPON A RAILROAD TRACK; A DIFFERENT MEASURE OF COMPANY'S LIABILITY FOR ACCIDENTS WHEN THE ROAD IS PROPERLY FENCED.

The plaintiff, one Alger, recovered a judgment in the State of Iowa against the defendants the Mississippi and Missouri Railroad Company, for the sum of ninety dollars, by way of compensation for injuries done to his ox, by a train of cars passing over the defendants' road. The track was not enclosed, and the plaintiff's ox being permitted to stray at large, as by the laws of Iowa they are allowed to do, came upon road, and was there run over by the defendants' cars.

The cause was appealed to the Muscatine District Court, and at that trial exceptions were taken by the defendants to the rulings given and refused by the court; and upon these exceptions to the charge of the District Judge an appeal was taken to the Supreme Court of that State.

The defendants requested the District Judge to charge the jury, "that a case of negligence would not be made out against a railroad company by showing simply the injury to plaintiff's ox. It must be shown, if the ox was on the railroad track without defendants' consent, that there had been wanton, or wilful, or gross negligence on the part of the company to create a liability;" but the court refused so to charge, and instructed the jury as follows:

"In order to recover, the plaintiff must show the injury alleged, and that the same happened in consequence of the negligence of the defendants, their agents or servants. If at the place where the injury happened the defendants' road was fenced, and if the ox got upon the road of the defendants from the plaintiff's own land, or without the knowledge or consent of the defendants; and if as soon as the ox was discovered to be on the track, the engineer and servants of defendants used ordinary diligence and exertions; that is if they used all means within their power consistent with the safety of the train to prevent the injury, then the defendants are not liable."

"If the owner of the land through which a railroad is constructed, or who lives near to, or adjoining such road, permits his cattle to run at large, knowing that they are liable to find their way upon the track, and perhaps thereby endanger the safety of the trains, then such owner assumes and takes upon himself all the risk of injury and damage which may be done by the running of trains unless he can show that such injury and damage were occasioned by the negligence and misconduct of the railroad company or its agents and servants in charge of the train. The defendants are not bound to fence their road in from cattle, and the owners of cattle have a right to allow them to run at large for the purpose of subsisting and grazing. Yet if they do allow them to run at large, knowing their liability to get upon the land of the defendants, they assume the peril of all accidents which may be occasioned to them by trains, in case such accidents cannot be prevented by reasonable and prudent exertions on the part of the agents and persons in charge of such trains. The gist of the plaintiff's action is the negligence and misconduct of the defendants. The burden of showing this is on the plaintiff. This negligence the jury cannot infer from the mere fact of the injury, and unless such carelessness and misconduct are shown, the jury should find for the defendants."

The court gave the following charge at the request of the plaintiff.

"If by the exercise of proper care on the part of the servants of the defendants, the injury to the plaintiff's ox might have been avoided; and the jury find there was a want of such care, then the defendants are liable to the extent of the injury. What is proper care is a question of fact for the jury to determine, taking into consideration all the circumstances of the case."

The Supreme Court affirmed the judgment of the District Court holding this charge to be correct. The following is the opinion rendered at the decision of the case.

STOCKTON, J.—The principal portion of the argument for the defendants is directed against the rule of law established by this court in Wagner *vs.* Bissell, and re-affirmed in Heath *vs.* Coltenback, that the owner of cattle is not required to keep them within their own enclosure, and that he may lawfully suffer them to run at large upon the unenclosed land of an other person. We have seen no reason for a change of this rule. It seems to us founded in reason and justice, and is well supported by authority. If the cattle of the plaintiff were lawfully permitted to go at large, he is not to be considered a trespasser if they are found upon the railroad track of the defendants. Nor can the mere fact of their being permitted to go at large, be a ground of imputing negligence to the owner.

It may be, as is held in the charge of the court, that the owner by suffering his cattle to roam at large, knowing their liability to go upon the track of the defendants' road, takes upon himself the risk of their being injured by the locomotive. This risk assumed by the owner does not, however, release the railroad company from the obligation of using ordinary care and diligence in running its trains to avoid injuring the cattle, nor for all responsibility for injuries except those resulting from gross or wilful negligence. In those States where the owners of domestic animals are required to keep them within an enclosure, and are not allowed to suffer them to run at large, the courts have ruled that when they are suffered to run at large and happen to stray upon the track of a railroad, the servants of the company are released from the duty of exercising ordinary care, and the company is only liable for gross negligence or wilful injury.

If the cattle, however, are lawfully at large and without any wrong upon the defendants' road, the owner may recover for any damages resulting from the servants or agents of the company causing the locomotive engine to be driven in such a way as to kill or injure the cattle. If such cattle are altogether wrong doers in being upon the railroad, the company are responsible only for wilful injury or gross negligence.

The test of the liability of the defendants is whether at the time of the accident reasonable and ordinary care was exercised to avoid the injury. The road of the defendants not being enclosed, it was to be expected that animals running at large would come upon the track, and the defendants are required to run its engines with reference to this known rule of law, that within the State of Iowa cattle are allowed to run at large, and without any wrong may come upon the defendants' road.

Whether there was negligence or want of care was a question properly left to the jury. The care required is such as under the circumstances the defendants might reasonably be expected to give to prevent injuries. In Beers *vs.* Housatonic Railroad Company, it was held that "there is no distinction between railroad and ordinary highways in regard to the degree of care which the law requires on the part of those who have the direction or management of vehicles upon them. The rule is the same on this subject whether they are driven or propelled on one or the other of these roads, and where there is an interference, whether one of them crosses a road of the same, or of the other kind. The proprietors of railroads have no immunity which excuses them for a less, or authorizes them to require a greater degree of care when about to cross an ordinary road, than if theirs was one of the latter description. Reasonable care is what is required of those having the management of vehicles on either of them in all cases."

It is to this reasonable care the defendant is to be held until its road is fenced and provided with cattle guards, of such a character as shall prevent the cattle of adjoining proprietors from straying upon the road. When such barriers and safeguards are provided, and not until then, will domestic animals found upon the track be regarded in the light of trespassers, and railroad companies released from the obligation of exercising reasonable and ordinary care, in running their trains, and held liable only for gross negligence, evincing wilful misconduct. Judgment affirmed.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide-water during the third week in June, in the years 1860 and 1861, is as follows:

	1860.	1861.	Increase.
Flour, bbls.	35,341	42,318	6,977
Wheat, bush.	291,380	629,457	327,677
Corn, bush...	541,539	301,898	*239,641
Barley, bush.	899	1,323	424

The aggregate quantity of the same articles left at tide-water from the commencement of navigation to the 22nd of June inclusive, during the years 1860 and 1861, is as follows:

	1860.	1861.	Increase.
Flour, bbls.	242,621	198,007	*44,614
Wheat, bush...	1,763,108	5,501,817	3,838,649
Corn, bush.	3,982,733	3,969,754	*12,979
Barley, bush. .	73,912	107,206	33,294

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a gain of 723,116 bbls. of flour.

Iron Bridge over the Tonawanda.

The New York Central Railroad Company are now putting up a splendid iron bridge over the Tonawanda at this place. The old one, which was built of wood, is quite old, and could not have lasted much longer. The iron bridge will be a great improvement.

The new structure is to be a wrought iron, trussed girder bridge, of 124 feet span, with a double track; 105 tons of iron are used in its manufacture.

Mr. Howard Carroll, Assistant Chief Engineer, is here overseeing the putting up of the Bridge.—*Batavia Adv.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,332,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	8	—
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	—
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	—
								FLORIDA.													
-- -- '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	6	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	55
31 Dec. '58	45.0	—	....	—	8	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	35½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	59½
-- -- '57	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	65½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
-- -- --	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
— -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	—
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	468,821	21,856	—	—
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	—
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
-- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	....	205.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	—
31 Aug. '60	53.7	—	....	136.3	—	—	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	249,969	108,434	1,710,819	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	340	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	160,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,578	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	---	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	---	—	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	---	—	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	41
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	460,096	8	110
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	296	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	95
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	—	120.7	—	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	100
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	----	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,276	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	696,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	148	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,877	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,016,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,160,000	7,269,520	17,532	13,940,844	192.0	.....	1,881,352	888,254	—	112½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun, '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	—	—	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	42
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	12½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,534,732	895,992	6,331,899	236.0	.....	534,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	.....	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashnelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	51.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,006,459	ope	r. by Con	cord.	88,577	3	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	60	Sullivan	847,032	78,832	—	500,000	750,000	262,616	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	---	---	-----	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	116
30 Nov. '59	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,555	.....	60.2	.....	152,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	30	21	—	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	16	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	---	---	-----	New Jersey	3,589,031	394,228	1,266,337	3,749,000	689,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
30 Nov. '59	21.8	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,000	600,000	713	1,625,312	18.7	6 mo.	210,685	94,300	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15 344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	ope	r. by Re	ns. & S	arat.	—	----
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	----------	2,389,559	ope	r by W	estern.	----------	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9		40,670	72,458	36,609	----
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	----------	470,000	14.8		22,712	34,310	19,886	----
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5		325,499	68,676	28,168	3½	----
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	----------	130,000	1,130,000	24 7		2,904,887	520,855	110,896	8	----
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0		568,448	580,000	242,954	----
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8		317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6		61,430	57,649	10,427	----
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	----------	450,000	ope	r. by Er	ie.		24,000	6	----
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	----------	----------	500,000	ope	r. by Er	ie.		30,000	6	----
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	----------	----------	175,000	17.3		46,961			6	----
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	----------	150.0		967,065	2,047,145	778,121	—	32
30 Sep. '60	84.0	2.5	10.6	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5		258,763	343,021	119,454	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,831	24,000,000	14,332,523	127,375	40,638,447	655.9		3,945,128	6,957,241	2,678,400	6	78
30 Sep. '60	446.0	19.0	282.6	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0		3,019,000	5,180,321	1,827,406	—	23
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	----------	----------	152.9		----------	1,142,851	433,716	—	9
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0		40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	----	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	----------	----------	1,000,000	ope	r. by Ce	ntral.				
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	----------	4,577,000	121.8		395,128	458,912	163,080	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	----------	35.9		69,759	119,666	64,753	8	----
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	----------	75.4		79,240	80,611	37,436	—	----
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	----------	59.2		119,325	269,353	131,525	6	----
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	----------	ope	r. by B.	N. Y. &	E. 22,047	—	----
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	----------	61,213	71,518	18.0		3,365	634	54	—	----
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,584	—	—	300,000	83,000	----------	----------	ope	r. by Ren	s. & Sar.	----------	5	----
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	----------	47.3		114,731	175,604	60,113	—	----
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	----------	13.0		----------	15,720	11,800	—	----
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	----------	81.0		191,579	227,488	139,817	—	----
30 Sep. '60	31.9	—	8.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	----------	112.0		280,643	312,066	160,237	—	----
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	----------	----------	----------	ope	r. b. Hud	s. River.	----------	6	----
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	----------	----------	ope	r. by oth	er Co's.	----------	—	----
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	----------	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	----------	96.7		212,235	351,167	178,067	10	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9		----------	103,953	38,572	—	----
-- -- '58	223.0	—	----	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0		----------	----------	----------	—	----
-- -- '59	97.0	—	----	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0		----------	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		----------	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	----	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	----------	70,860	364,072	—	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	----	—	—	—	—	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		----------	286,368	81,508	—	----
1 Aug. '59	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		----------	597,633	71,356	—	----
31 Mar. '59	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	82,618	3,650,710	60.8		----------	489,437	249,666	7	71
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	32.0		----------	----------	----------	—	28
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8		304,168	190,745	19,180	—	----
31 Dec. '60	135.4	5.8	----	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	3,242	5,343,275	141.2		----------	1,064,692	574,275	12	91
31 Dec. '60	67.0	—	----	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0		230,461	389,849	238,003	—	80½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	----------	----------	96.6		402,935	1,053,405	633,647	15	125
30 Nov. '58	101.0	102.5	----	—	42	----	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5		646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	----	—	32	52	430	Cleveland and Toledo	6,729,058	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6		----------	798,155	414,456	6	23½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5		75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0		144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	----	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	894,667	5,672,797	144.0		144,606	211,149	111,054	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6		----------	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	----------	16.0		40,064	64,000	33,000	—	----
31 Dec. '60	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0		----------	152,328	43,865	—	----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----------	----------	----------	----------	----------	----------	----------	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0		60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0		24,000	31,126	10,460	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0		637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	----	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4		556,732	374,198	45,452	—	----
30 Apr. '59	192.3	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		----------	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0		----------	----------	----------	—	----
30 Jun. '59	153.9	52.0	----	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9		----------	577,968	211,894	—	----
31 Dec. '60	116.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0		----------	185,934	34,167	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,108,975	*	—	403,975	500,000	100,000	----------	55.6		70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	----------	----------	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----------	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8		222,000	----------	----------	—	----
31 Aug. '60	243.0	—	----	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	456,265	8,498,947	250.0		----------	861,722	373,772	—	----
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	----------	----------	378,455	62,624	----------	45.0		61,634	94,842	45,161	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	----------	1,410,900	2,000	----------	1,412,900	20.5		----------	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	232	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0		----------	337,257	90,438	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	46,358	1,296,568	52.5		----------	182,673	116,822	8	----
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		----------	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3		----------	----------	----------	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	----------	----------	600,000	400,000	----------	1,000,000	ope	r. b. Buf.	& S. L.	----------	10	----
31 Aug. '60	38.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	----------	----------	1,087,100	661,000	----------	1,883,343	55.5		----------	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	----------	----------	1,809,563	32.3		----------	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2		----------	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9		----------	116,200	67,600	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	----------	----------	45.7	183,500	879,908	342,039	6	26
30 Nov. '59	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & R.	----------	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,900	3,619,304	231,832	9,291,156	----	----------	----------	596,857	503,600	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	----------	2,800,000	----------	----------	2,991,150	72.3		----------	556,192	379,976	10	----
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	282,650	889,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	867,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000	----------	----------	250,000	50,000	----------	20.0		----------	1,637	----------	—	----
30 Sep. '59	17.0	7.0	----	—	16	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0		----------	288,657	157,194	—	----
30 Nov. '60	147.4	4.0	61.0	—	149	87	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4		----------	3,312,546	858,597	—	33
31 Dec. '59	28.0	—	----	—	—	—	—	Philadelphia and Trenton	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	28.0		oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	----	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,300,000	----------	----------	200.5		48,677	1,286,597	471,713	6½	32½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,838	81,136	—	1,755,826	1,292,700	67,869	3,378,707	5,495,102	60.0	113,775	80,553	29,690	—	—
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	36,059,299	467.5	1,945,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	1,501,277	----------	----------	----------	----------	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	1,452,700	54.0	----------	----------	----------	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	63,821	1,724,227	3,442,468	----------	----------	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	19,907,130	148.0	----------	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	493,550	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	3,358,074	26.4	----------	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	3,993,895	78.0	199,878	238,420	860,339	—	1
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	308,500	----------	2,158,000	3,974,500	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	434,698	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	4,268,184	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	2,199,072	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	1,585,000	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	600,000	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	5,739,108	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	1,081,947	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	4,111,650	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	2,643,833	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.														
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	2,256,031	47.6	----------	29,967	19,187	—	----
1859.....	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	1,006,104	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	3,509,673	140.0	----------	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	2,829,061	130.3	150,142	297,806	3 149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	14,356,858	291.0	----------	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	2,076,000	----------	----------	----------	----------	—	----
1859.....	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	1,038,721	----------	----------	----------	----------	—	----
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	1,672,752	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	972,316	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	555,894	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	3,787,544	159.0	----------	734,118	337,384	6	----
1859.....	.....	—	----	----	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	1,660,466	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	----------	----------	----------	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	1,038,439	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	686,560	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	----------	1,799,000	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.														
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----------	----------	2,080,400	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	12,370,090	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	950,000	62.0	142,839	160,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	20,552,598	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----------	----------	----------	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	90
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	1,309,364	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----	----
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	3,864,150	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,000,873	122,156	—	1,500,124	590,610	155,161	9 months	2,245,895	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	6,187,834	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	5,171,211	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	8,254,898	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	2,478,026	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	10,010,760	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	1,782,668	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	1,067,411	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	742,812	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	3,009,585	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	9,529,204	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	17,523,042	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	444,736	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	1,525,000	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	----------	10,872,000	10,414,066	996,587	22,282,653	44,565,306	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	660,000	246,365	1,908,555	3,814,920	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	1,101,200	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	15,000,000	234.4	----------	883,186	439,943	—	14
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	477,861	50.0	----------	121,401	----------	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	10,900,519	86.0	----------	213,964	31,045	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	----------	by	Fox River	Vall.	----------	—	----
								CANADA.														
31 July '59	168.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	8,020,390	158.5	363,213	----------	----------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	----
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	93,908,522	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	22,535,757	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.														
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	8,902,024	108.0	193,683	116,225	41,985	—	—
31 Dec. '60	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	3,328,332	60 0	----------	----------	----------	—	—
								NOVA SCOTIA.														
— — '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.														
Dec '60	48.7	—	----	—	----	----	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	16,813,066	48.7	----------	1,550,873	1,936,181	12	102

New York Stock Exchange.

Sale Prices for the week ending June 26, 1861.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
Federal Stocks:—						
U. S. 5s, 1874	77	76½	....	76	76½	76½
U. S. 6s, 1881	84½	84	83½	84½	84½	83½
State Stocks:—						
California 7s	....	....	....	77½	77	....
Georgia 6s	53	53	53	....	....	56
Illinois 6s	....	....	....	....	78	77
Indiana 5s	....	....	....	....	....	....
" 2½s	....	....	....	....	....	50
Kentucky 6s	....	....	....	70	....	71
Louisiana 6s	51	....	....	50½	54½	54
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	39	37	37½	38	38	38
New York 5s, 1870	....	....	....	....	....	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	40	44	44	45	50	50
Ohio 6s, 1886	....	....	....	....	....	....
Tennessee 6s, 1890	36	36	35	37	38	37
Virginia 6s	40	39	39	39	41	44
Railroad Shares:—						
Chicago, Burl. and Q.	57	56	....	56	56½	55
Chicago and Rock Isl.	36½	34½	35½	34½	35	35½
Chicago and N. West.	....	....	....	....	....	....
Clev., Painesv. & Asht.	....	....	....	....	....	....
Clev. and Pittsburg	7	....	....	....	....	....
Clev. and Toledo	23½	23	23	22½	23½	23½
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	61½	60	60	59	59½	59½
Hudson River	33	32½	32	32	32½	32
Illinois Central (scrip)	66	66	65	66	66	65½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	43	42	42	42	42½	42
M. S. and N. I. guar'd,	26½	26	24	25½	26½	26
M. S. and N. I.	12	11½	11	11	12	12½
Mil. and P. du Chien	....	....	....	....	....	14
New Jersey Central	....	....	....	112	....	....
New York Central	74	73½	73½	73½	73½	73
New York and Erie	23	23	22½	22	23	23
N. York and Harlem	9½	9	9	9	9	9
N. Y. and H. "pref."	23	22	22	20½	23½	23
Panama	108	107	108	108	103	102
Phila. and Reading	33½	32½	32½	33	33½	33
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	35½	35½	35	....	36	36
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	....	....	....	75
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	94	93½	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	90	89½	89	89½	89½	89
" " 6 p.c. '75	90	89½	89	89½	89½	89
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	91	....	....
" conv. 8 p.c. '69	....	....	88	....	....	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	55	....	....	....	....
" " S. F.	72	....	....	72	72	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	90½	....	....	....	....	....
" 1 M. 7 p.c. '64	....	....	98	98	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	100½	....	101	....	101
" 2 M. 7 p.c. '64	96½	....	....	....	....	96½
3 M. 7 p.c. '83	....	....	....	....	....	....
4 M. 7 p.c. '80	....	....	....	....	....	....
5 M. 7 p.c. '83	....	....	....	....	....	....
conv. 7 p.c. '62	....	....	....	....	....	....
" 7 p.c. '71	....	....	....	55	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	....	95
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Penn. 1 M. 7 p.c. conv. '38	....	....	....	....	....	....
" 2 M. 6 p.c. st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c. '60	....	....	....	....	....	....
" " 6 p.c. '70	....	....	....	....	....	....
T. H. and A. 1 M. 8s '72	....	....	....	....	....	....
" " 2 M. 8s '70	....	....	....	....	....	....
Bank and Insurance Stock:—						
Am. Exchange Bank	....	....	....	....	....	....
America, Bank of	....	....	....	....	....	95
Commerce, Bank of	78	78	....	....	....	....
Merchants' Exch. B'k	....	....	....	....	....	....
Mercantile (Mar.) Ins.	....	....	....	....	....	....
Commonwealth Bank	....	....	....	....	....	....
Metropolitan Bank	80	80	....	....	....	....
Mining Stock:—						
Pittsburg	....	....	....	....	....	40
Rockland	....	....	....	....	....	12
Minnesota	....	....	....	....	....	61
Isle Royale	....	....	....	....	....	6
Miscellaneous:—						
Del. and Hnd. C. Co.	80	79	80	....	....	79
Cumberland Coal Co.	....	....	....	....	5	4
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	65	65	....	65	66½	66
Caution	....	9	....	....	....	8½
Brooklyn Water W's	....	....	....	99	99	....

The following are the closing prices in the London Market on the 13th June:

United States 5 p. c. red. '74	72	to	74
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	82	to	84
Do. do. Fr. L'd red. '60	92½	to	93½
Do. $100 shares, all p'd.	60	to	62
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	79	to	81
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	87	to	90
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	66	to	68
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	83	to	85
Do. 2d mort. 6 per cent. sterling	80	to	82
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, June 29, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Money and Business.

The general improvement noted in our last in the stock and grain markets has hardly been sustained. The advance in New York Central, and Toledo and Rock Island was not sustained, falling ½ on Friday. Harlem shares are affected adversely by the question as to the disposition of the bonds of 1861 and 1865. On Saturday the whole stock list was depressed 1½ lower than on the previous Wednesday. Border State stocks were irregular; but securities of the General Government advanced. The close of the week showed a better trade in domestic produce in the way of foreign shipments; and something of an improvement in both dry goods and groceries.

The week opened dull in the money market, there being no employment for capital at the Banks or in private hands. Foreign exchange continues at the same 105 to 106, American State stocks were sold quite freely in England at low rates, but good railway shares stand best in comparison.

The stock market opened firmer on Tuesday; the Galena and Chicago shares declined, being affected by the report that no dividend would be declared this spring; this is considered good policy. Wednesday showed a renewed firmness in State and Federal securities. Galena and Chicago also improved and New York Central remained firm at 73¾ for the cash stock. The loans of the Northern and Western States have all been taken at very favorable terms. Thus Maine took a million at $102.50. New York, $600,000 at $101.60. Indiana, $1,200,000 at 87, which shows a credit in advance of the Federal Government.

On Wednesday the market was generally lower. Owing to a fresh arrival of State stocks from the West, Tennessee's fell 1¼ and Missouri ¼.

Breadstuffs were generally lower; exports still continue, and the freight rates are firmer.

With the exception of the few drawbacks already noted, we think the improvement of last week still continues to be felt. The shipment of produce to foreign countries must necessitate the forwarding of Western produce, which is now going on, which in turn will restore Western credit and act favorably upon domestic produce.

The Bank of Commerce has received instructions to pay, when due, the July coupons on the three millions Missouri State bonds issued to the Hannibal and St. Joseph Railroad Company.

The coupons of the first mortgage bonds (Eastern division) of the La Crosse and Milwaukee Railroad, due May 1, 1861; also the coupons of the bonds issued by the City of Milwaukee in aid of the LaCrosse and Milwaukee Railroad, and the Milwaukee, Fond du Lac and Green Bay Railroad, payable September 1, 1860, and March 1, 1861, will be paid on presentation at the office of the receiver in Milwaukee, with exchange on New York.

The Delaware, Lackawanna and Western Railroad will pay on the 10th of July one year's interest on the paid-up capital stock of the company, payable in the stock of the Warren Railroad Company.

The Louisville and Frankfort and Lexington and Frankfort Railroad Companies have declared a semi-annual cash dividend of two per cent., payable 24th inst.

A dividend of 2 per share has been declared by the Eastern Railroad; also $2 per share on the Eastern Railroad in New Hampshire—both payable July 1.

The Old Colony and Fall River Railroad has declared a dividend of $3 per share, payable July 1.

The Boston and Maine Railroad Company has declared a semi-annual dividend of 3½ per cent., payable July 1. The January dividend was four per cent.

The Boston and Providence Railroad Company have declared a semi-annual dividend of four per cent. payable July 1.

The Terre Haute and Richmond Railroad has declared a semi-annual dividend of 5 per cent., payable July 1st, at the office of the Farmers' Loan and Trust Company in this city.

Coupons No. 12 from civil bonds, No. 14 from fire bonds, and No. 2 from city bonds of San Francisco, will be paid in this city on the 1st of July, by William T. Coleman & Co. The coupons not presented by the 1st of January, 1862, will have to be sent to San Francisco for collection.

The semi-annual interest due July 1st, on bonds of the Joliet and Chicago Railroad Company, will be paid at the office of Messrs. M. K. Jesup & Company, No. 44 Exchange Place, New York.

The interest due 1st proximo on the Bonds of the State of Iowa, will be paid on and after that date, upon presentation of the coupons, at the Citizens' Bank.

The Panama Railroad Company have declared a semi-annual dividend of 6 per cent., payable on and after July 1st, at the office of the Company, 88 Wall st.

The Boston and Lowell Railroad Company have declared a semi-annual dividend of 3 per cent., payable July 1st.

New York and Erie Railroad Company 4th and 5th mortgage coupons, past due, and unsecured coupons, past due, also fractional parts of shares in the new "Erie Railroad Company" are purchased by Messrs. O'Brien, No. 29 Wall st.

The trustees of the Western Vermont Railroad will pay on the 1st of July, a semi-annual dividend of 3½ per cent, on the 1st mortgage bonds of the road, at the Merchants Bank in this city.

The interest due 1st July on the bonds of the Housatonic Railroad Company, will be paid upon presentation of the coupons to Messrs. Ketchum, Son & Co., New York, or to H. Nichols, Esq., Treasurer, Bridgeport, Conn.

The interest coupons due July 1, 1861, of the funded debt of the State of Michigan, payable in the City of New York, will be paid at the Metropolitan Bank.

Interest coupons, due July 1, on Minnesota 8 per cent. State Loan will be paid at the office of Messrs. Kirtland & Co., No. 24 Pine St.

Coupons of Yuba County bonds, due July 1, will be paid at the office of Messrs. Wells, Fargo & Co.

The Buffalo and State Line Railroad Company has declared a semi-annual dividend of 5 per cent., payable July 15. The earnings of the six months give a net profit of 8⅜ per cent. on the capital stock, above interest and all expenses. At a recent meeting of the stockholders the old board was re-elected.

The Shore line Railroad, which affords such agreeable facilities to passengers for Boston, Providence and Newport—and the watering-places on the Sound—has added a new attraction in forming a connection of their mid-day express train with the steamer Golden Gate, at New London, for Norwich and other points *North and East*. The Gate also connects with the steamers from New York.

The Appleton Manufacturing Company of Lowell have declared a dividend of four per cent.; the Newmarket Manufacturing Company, three per cent.; the Holyoke Water Power Company, three dollars per share, payable at the Bank of Hartford County, July 10.

The report of the Morris and Essex Railroad Company, which was presented at the annual meeting on 19th inst., an abstract of which we gave in the JOURNAL of 4th ult., urges the commencement of work on the extension of the road from Hackettstown to Washington and Phillipsburg, opposite Easton, at the earliest possible moment. It is stated that it is in contemplation, partly in connection with existing lines of road, to form a continuous line of railroad from Newburg on the Hudson river, to Stanhope, intersecting the Morris and Essex road at the latter place; one object in view, and the principal one, being to reach the coal field of Pennsylvania.

The Comptroller of Wisconsin states that since his report of May 25th, about $175,000 bonds of Seceded States have been withdrawn. Since May 15th, about $390,000 of the poorer sort of bills have been destroyed, leaving the present circulation some $3,740,000, against $4,451,572 on the first of October last. The best banks are beginning to take out new circulation.

We learn that the Western Maryland Railroad has been opened to Westminster, and two trains are daily running between that point and Baltimore with considerable success. A fair amount of passengers and freight are being taken daily. The receipts from freight alone are quite large, and it is generally understood that the Company will be amply prepared to adjust the July interest from the net earnings of the road.

The Memphis and Little Rock Railroad is rapidly progressing towards completion. The grading has been finished beyond Madison, and it is believed that the entire line will be finished to Little Rock by the first of November.

The Davenport *Democrat* says the work on the Mississippi and Missouri Railroad, beyond Marengo, has commenced again. Contractor Williams has forty men at work grading, and the work of putting down the iron will soon commence.

The Albany *Statesman* says that the work of building the fourth section of the Albany and Susquehanna Railroad has been commenced. An extra force has been engaged and the work will be pushed to a speedy completion.

The Buffalo and Lake Huron Railroad has been extended to the wharf of Goderich.

The railways of Victoria, Australia, are extending rapidly. There are no less than eight trains running in different directions from Melbourne from three stations.

The City Assessors have just concluded the work of making up the annual valuation of the property of the city of Rochester. The total valuation, according to their rolls, is $11,370,762. This valuation includes both real and personal property. It is slightly more than the valuation of last year.

The following table exhibits the receipts of flour and grain at Chicago for the first five months in the years 1859, 1860 and 1861:

	1861.	1860.	1859.
Flour, bbls.	418,813	238,052	148,500
Wheat, bush...	2,994,014	1,494,322	995,853
Corn, " ..	6,224,066	5,976,446	1,570,580
Oats, " ..	299,709	545,902	230,321
Rye " ..	116,452	66,070	17,115
Barley " ..	66,072	905,237	192,044

The railroads of Wisconsin are doing an enormous freight business at present. The blockade of the Mississippi has tended to greatly increase the amount of freight shipped east from Prairie du Chien. The rate on wheat by rail is consequently three cents higher than last year. The receipts of grain at Milwaukee last week were nearly 1,000,000 bushels. The *Wisconsin* says of the business of the Milwaukee and Prairie du Chien Railroad:

"The increase in the amount of business transacted by this thoroughfare at the present time is truly astonishing. Every car owned by the company (and there is no small number of them) is in constant demand to transport over the road the vast amount of freight destined for its terminus and intermediate points. The trains which daily leave Prairie du Chien are of immense length, and before reaching this city require 'extras' for their assistance in carrying the freight which accumulates at the intermediate stations. Indeed, the whole machinery of the road is in constant operation, and the business is rapidly increasing.

On Friday last there passed over the road 186 cars heavily laden with wheat and flour alone, making in the aggregate at least 40,000 bushels. This is but one day's exhibit, and has, probably, been excelled a number of times within the past month."

We find in the Louisville *Journal* the following extract from the message of Gov. Harris to the Legislature of Tennessee, now in special session:

"Under the provisions of the act of 1852, the principal and interest of the internal improvement bonds of the State are made payable in the City of New York. It will be impossible to pay the interest accruing, at that point, during the continuance of the war.

I recommend that you so amend the laws referred to as to require the payment at the Bank of Tennessee, at Nashville or at Charleston or New Orleans of all sums which may become due from the State to the people of all Governments which are on terms of peace and friendship with us, who are and were previous to the commencement of the war *bona fide* owners of our bonds, and that you adopt such policy towards the owners and holders of our bonds, who are citizens of States at war with us, as is recognized and justified by the law of nations regulating their intercourse as belligerents.

The ordeal through which the country is now passing necessarily prostrates the trade and commerce of the country, and deranges the currency to a greater or less extent. Such legislation as will tend to secure a uniform currency throughout the Confederate States is of the highest importance. I, therefore, submit the question to your consideration for such action as, in your opinion, the general welfare demands.

By the .... section of the act of the 6th of May, 1861, it is made the duty of the Governor to issue bonds of the State for the purpose of raising a fund with which to defray the expenses of the Provisional Army of the State. In view of the scarcity of a circulating medium, and the probable difficulty of converting any considerable amount of bonds into money in times like the present, I respectfully recommend that you so modify that act as to authorise the issuance of Treasury notes to the extent of three-fifths of the amount of said bond; and that the same, when issued, be made receivable by the State in payment of all taxes or Government dues."

Mr. Thompson, of the *Bank Note Reporter*, says of his recently published plan for a National Currency, based on the pledge of the Public Stocks of the United States and 25 per cent. in Bullion, that:

"The plan is similar to the Currency Department of the Bank of England. The proposed issue of circulating notes, like the Bank of England notes, are to be based partly on specie and partly on Government Stock, and to be convertible into specie on demand, at the option of the holder, as are the Bank of England notes. The Government to make up any depreciation on the Stocks, in case a sale becomes necessary to replenish the specie for redemption. The Bank of England, on holding £14,000,000 sterling of consols, and £10,000,000 specie, issues £24,000,000 of notes. Our plan is simply the same: the United States being the promisor in our case, instead of a bank in England."

The New Bedford *Standard* says that the Fairhaven Branch Railroad has been sold to the New Bedford and Taunton, Taunton Branch, and Providence and Boston Railroad Companies, for the sum of $300,000. This road is about 15 miles in length, from Fairhaven, connecting with New Bedford by a ferry to West Wareham, where it connects with the Cape Cod Railroad, by which it has connection with Boston by that and the Fall River Railroad. Its cost, according to the balance sheet of December, 1859, was $491,516. The purchase of the road will give the Taunton Company the control of both routes, from New Bedford to Boston.

According to the Pottsville *Miner's Journal*, the Anthracite Coal trade for the week ending 22d inst. summed up 211,724 tons, against 227,949 tons in the corresponding week of last year. The aggregate for the season was 2,972,203 tons against 3,110,669 for 1860. The Journal adds:

"On the 1st of July, the rates of toll and transportation will be increased 15 cents on the canal and railroad. A corresponding increase in the price of tolls, coal, etc., will take place in the other regions after the 1st of July.

We learn that many of the factories in the East, that were closed, have started again, and others are preparing to start, to prepare a supply of goods for the Fall trade."

The following is a statement of the Iowa State Auditor, showing the debt and resources of the State, submitted at a recent meeting of Gov. Kirkwood and his colleagues, on the commission of the Legislature to issue $400,000 of bonds for war purposes:

RESOURCES.

Tax delinquent and unpaid for which lands are to be sold in October—and cash in hands of County Treasurers		$435,061 00
Cash in banks in transitu to the State Treasury		7,471 87
Cash in the State Treasury		53,696 00
Total		$496,228 87

PRESENT LIABILITIES.

Warrants outstanding at date	$105,833 27	
Amount of appropriations undrawn, estimated to January 1, 1862	125,000 00	
		230,833 27
Balance to credit of State		$265,395 60

DEBTS OF STATE, BONDED, ARE

Bonds of 1858, due in 1868.	$200,000	
School Fund of State, use for revenue purposes		122,205 75
Total		$322,295 75

The liabilities show the expenditures to Jan'ry, 1, 1862. The resources are exclusive of the taxes for 1861, estimated at from $320,000 to $360,000, which year's tax will be levied in September next and become due in November.

Judge Wright of the Supreme Court of Iowa, has granted an injunction restraining the City Council of Davenport from levying or collecting any taxes for the purpose of paying the interest or any part of the principal of the $298,500 bonded debt of that city. The proceeding was commenced in the Scott county District Court by Mr. Hubbell, in behalf of a large number of the most wealthy taxpayers of the city. Among the items of this indebtedness are $50,000 issued to the Chicago and Rock Island Railroad Company, and $75,000 to the Milwaukee and Mississippi Railroad Company, which, it is contended, were unconstitutionally issued, because the constitution does not authorize a city to build railroads in another State; and secondly, because the city has no constitutional power to issue bonds to build any railroad in the State.

The following circular has been sent from the Treasury Department to the New York office in regard to the July coupons on the Texas indemnity 5 per cent. loan of 1865, The whole amount of this loan outstanding is $3,461,000:

It being understood here that a portion of the Texan Indemnity Bonds, of which semi-annual interest coupons become due on the 1st July proximo, have been indorsed since that State has passed under the control of insurgents, and that another portion remains in the Treasury of that State, it has become the duty of this Department to stop the payment of the coupons of both these portions.

In order to distinguish them from such as have been taken from bonds heretofore negotiated in good faith to innocent holders, you are hereby instructed to require all persons who shall present to you coupons of Texan Indemnity Stock for payment, to exhibit the bonds with the coupons from which they were taken, together with the affidavits of the present holders taken before competent authority, stating at what date and from whom the bonds in question were purchased by them.

The Illinois Central earnings for June and the business of the Land Office will show no marked changes from June last year. The currency troubles, and the low prices of Corn in Chicago have had some influence upon the business and the latter cause had rendered it necessary to reduce the rate of freight on that article of produce in order to enable the farmer to move it to market. This company has remitted the interest due in London, and has the funds provided for the interest on the full paid stock, due 1st July.

Principles versus King Cotton.

That Cotton is King has got to be quite a trite saying. But like many other sayings of the kind, it is said much more than it is believed. People love to throw sarcasm even if they hit themselves, and the pleasure derived from this source often outweighs the injury they are sensible of receiving from the blow. That cotton has a controlling influence is undoubtedly true. Since the invention of the cotton gin, the white puff balls that bloom on the southern plantations have been transported from continent to continent; have been woven and mixed into all kinds of fabrics, to cover the human form, and the raising, the transportation, the manufacture, and the selling of the manufactured article has given employment, and, of course, food to millions of our race. Still, it is not "king," any more than Indian corn is king. Deprive the world of cotton, and it will use wool and flax; deprive the world of Indian corn, and it will use wheat, rye, oats, etc. Neither are king until you deprive the world of all other articles that may be used, although, perhaps, not as cheaply, for the same purposes. When the early Massachusetts settlers were saved by the discovery of Indian corn, very likely corn was, for the time being, king. And when we are entirely dependent upon cotton cloths for clothing we may acknowledge the sovereignty of King Cotton, and bow to the hand that deals out to us the grateful blessing. We acknowledge the power and influence of cotton; but, at the same time, we assert that principle is still more powerful. The world is not yet entirely dependent upon it, and there are men enough left whose interests remain untouched, to stand by principle and to reclaim half-yielding men to the dictates of honor and justice. Deeply as the unhappy events which have culminated in the Great Cotton Rebellion are to be deplored, it is still satisfactory to feel that for once the exact power of "King Cotton" is to be measured. Piled up in bales upon the wharfs of Charleston and New Orleans it will beckon English capitalists to come and take it; it has done so already, and the great English ship of state careened to the call—but with English honor for ballast, the noble ship soon righted. Throughout the Northern States the individual interests of merchants, mechanics and artisans all were sacrificed upon the altar of principle; and the word "Union" symbolizing all the blessings we have received as a nation since the War of Independence, has become the watchword of our armies, and is upon the tongue of every citizen. Surely there are noble principles embodied in the word, and so far they have the victory over "King Cotton." *

Cleveland and Toledo Railroad.

At the annual meeting of the stockholders of this company held in Cleveland on the 19th inst., the following gentlemen were elected directors for the ensuing year: John Gardiner, Norwalk; A. N. Ramsdell, New London, Conn.; Wm. M. Vermilye, G. Talbot Olyphant, New York; Joseph Benjamin, Elizabeth, N. J.; Samuel M. Young, Toledo; John W. Sprague, Huron; James Mason, Joseph Lyman, Cleveland.

At a subsequent meeting of the Board, the following officers were re-elected:

JOHN GARDINER, *President.*
H. C. LUCE, *Treasurer.*
L. D. RUCKER, *Superintendent.*
E. SHELDON, *Cashier and Paymaster.*

The total receipts of the company for the year ending June 1, 1861, were | $920,000
Expenses, including interest | 792,000
Net earnings | $128,000

—equal to four per cent. on the capital stock. The running expenses were 46 1-2 per cent.

The floating debt June 1, 1860, was	$286,000
" " " " 1, 1861, "	196,000
Reduction during the year	$90,000

The net earnings of the year were applied as follows:—

Reduction of floating debt	$90,000
Contribution to sinking fund	24,000
Cash on hand	14,000
Total	$128,000

No charges were made to construction account during the year, a fact which cannot be said of any previous year since the road was built.

The road is represented as follows:

Bonded debt	$3,848,420
Capital stock	3,343,812

Newport and Covington Suspension Bridge Company.

The annual meeting of the Newport and Covington Bridge Company took place on the 3d inst., when the annexed report was presented:

RECEIPTS.

Balance on hand June 4, 1860		$8,681 46
Tolls for 12 months to June 4, 1861		8,124 00
Total		$16,805 46

EXPENDITURES.

Collectors' salaries	$960 00
Judgment of Gray	14,479 18
Secretary and Treasury	150 00
Sundries	962 85
Total	$16,552 03
Leaving a balance on hand of	293 43

The company is still indebted to John T. Lewis, assignee of John Gray, in the sum of $199 74, and B. W. Foley, fyr services for President for the past year, $150, which, with some few smaller debts —the bills of which have not been rendered —constitute the whole indebtedness of the company.

Messrs. Caldwell, King and Constance of Newport, and Stephens and Foley, of this city, were elected directors for the ensuing year. The President, Secretary and Treasurer were re-elected.—*Covington Journal.*

Census of England, 1861.

The population returns of England and Wales as based upon the census taken in March last and recently published appears to be 20,205,504, an increase of 2,169,576 since the census taken 10 years ago. This is equivalent to an increase of 10½ per cent. for the decade.

The population of London is 2,803,034, an increase of 440,798 in the last ten years. This is evidence that the village has not yet been completed. To show more directly the vastness of the increase it need only be stated that the population added in a single decade is equivalent to that of Boston and Baltimore together or of the three queen cities of the West—Cincinnati, Chicago and St. Louis in 1860. It is greater than the population of Philadelphia in 1850; and far outnumbers the whole white population of South Carolina. The total population of London outnumbers the whole people of Kentucky and Tennessee, and is, indeed, equivalent to one-fourth the white population of the slave-holding States of the Union. The great State of Ohio only equals this village in population.

The number of emigrants that left the shores of the British Islands in the 10 years 1851-'61 was 2,249,355, of which about one-third was from England and Wales. Had these numbers remained at home and increased in like proportion to the existing population the decennial increase would have been about 15 per cent.

The Irish and Scotch returns are not yet published.

Oswego and Syracuse Railroad.

At the annual meeting of the stockholders of this Company, held in Oswego on the 11th inst., Frederick T. Carrington, Luther Wright, Abraham P. Grant, Edward B. Judson, Gilbert Mollison, Sylvester Doolittle, Allen Munroe, Thomas T. Davis, Joseph Bartlett, Samuel Willets, Henry H. Martin, Rufus H. King, and Austin Myres, were elected Directors for the ensuing year.

At a subsequent meeting of the Directors, Frederick T. Carrington was elected President; Allen Munroe, Vice President; Luther Wright, Treasurer, and A. P. Grant, Secretary.

Railroads in Algeria.

In reference to the works originally undertaken by Sir Morton Peto—the suspension of which was announced some weeks since—it appears that a scheme for their resumption will shortly be submitted to the French Corps Legislatif on the following basis:—1. Construction of the entire line from Algiers to Oran, already decided on. 2. Execution of all the lines conceded, the earthworks and bridges by the State, the way, stations, and rolling stock by the company in whose favor the concession is made. 3. Reduction of tariffs as a compensation for the sacrifices made by the State in undertaking part of the cost of establishing the lines. Surveys for a line from Algiers to Constantine, and another from Setif to the sea, are being pursued with avidity, and are already sufficiently advanced to show that the line to Constantine would be shorter and less expensive than that to Oran.

Railroad Earnings.

The earnings of the Macon and Western Road for May, 1861, were $25,408 17
May, 1860 ..... 23,119 53

Increase $2,288 64

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of May, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$205,985 43	$180,581 83
" " merch'dise	31,762 69	53,775 33
" " travel, etc.	16,169 37	30,653 55
Total	$269,917 49	$265,010 71
Transportation, roadway, dumpage, renewal fund, and all charges	131,983 34	148,717 67
Net profit for the m'th,	$131,934 15	$115,293 04
Profit for the previous 5 months	469,121 12	462,403 29
Total profit for 6 mos.	$601,055 27	$577,696 33

The receipts from coal have increased over the receipts of the corresponding month last year $25,404, but has lost a rather larger sum in receipts from merchandise and travel. The charges have been reduced about $18,000, leaving the net gain of the month over May of last year, $16,600. The business of the half-year to June 1, 1861, shows an increase of net profits of $23,358.

The following are the earnings of the Great Western Railway of Canada for the week ending June 14, 1861:

Passengers $16,934 72
Freight and live stock 14,869 12
Mails and sundries 1,360 68

Total $33,164 52
Corresponding week of last year 29,825 37

Increase in 1861 ..... $3,339 15

The receipts of the Nova Scotia Railway for May amount to $10,670 93, being $1,436 18 over the corresponding month of last year.

Cedar Rapids and Missouri Railroad.

At the recent annual meeting of this company, the following board of directors was chosen:

Oakes Ames, Boston, Mass.; C. A. Lumbard, do.; Chas. Walker, Chicago, Ill.; John Wentworth, do.; John Weare, Cedar Rapids, Iowa; John F. Ely, do.; G. M. Woodbury, Marshalltown; C. E. Whiting, Onawa, Monroe county, Iowa; J. I. Blair, Blairstown, New Jersey; L. B. Cooker, Oswego, New York; L. C. Sanders, Boonsboro, Iowa; E. Ruggles, Tama county, Iowa; John A. Sterns, Elizabethtown, New Jersey; H. F. Scranton, Scranton, Pa., James Blair, Marksborough, N. J.

Logansport, Peoria and Burlington Railroad.

The following gentlemen were elected directors of the Logansport, Peoria and Burlington Railroad, at a meeting held in this city: Chas. L. Frost, Chas. A. Secor, Samuel Gilman, Adolph Rusch, New York; John P. Brown, Portland, Me.; W. A. Willard, Valentine Dewein, Geo. C. Bestor, Wm. H. Cruger, Peoria. The following resolution was adopted:

Resolved, That the amendment of the charter of this company, passed at the regular session of the State of Illinois, changing the name of this corporation to that of Logansport, Peoria and Burlington Railroad, be, and the same is hereby accepted and approved.

Railways in India.

Mr. Ireland Danvers, Secretary to the railway department for India, reports that on 31st December, 1860, the number of miles open amounted to 842, being an increase of 208 during the twelve months. Of these 842 miles, 100 are constructed with double and 742 with single lines of rail. The most important of the lately completed sections is that on the East Indian, between Cynthea and Rajmahal, Calcutta being thus connected with the Ganges, so as to render it possible for 250 miles of dangerous river navigation to be avoided. No new lines have been sanctioned during the year, and the Oude is postponed; 227 miles of the East Indian (Allahabad to Jubbulpore), 240 miles of the Punjaub (Delhi to Lahore, and 183 miles of the Great Indian Peninsula and Madras (Sholapore to Bellary) have also been postponed. The extent of line now in course of execution is 2,932½ miles, of which 1,353½ are expected to be opened during the present year, and the remainder in 1862. This will include the great trunk line from Calcutta to Delhi. The number of persons employed on the lines at present open is 18,789, of whom 1,137 are Europeans, and the rest natives, the employment of the latter being found increasingly practicable and advantageous, so that they now occupy some of the positions hitherto filled by Europeans, such as station masters, &c. A scheme has been brought forward for a line into the Guicowar's territory in connection with the Bombay and Baroda, and another to bring the French town of Karricall, on the coast of Madras, into communication with the Great Southern of India. These, however, are "foreign" works, and the Indian Government, although desirous of facilitating them, have no direct concern with them. The importance of constructing ordinary roads as feeders to the railways is engaging attention; the Madras Government having sanctioned the construction of 43 roads, of an aggregate length of 1,083 miles. The usual rate of speed is from 20 to 23 miles per hour. The annual earnings on 30th June were 318,310*l.*, and will probably amount to 400,000*l.* for the year ending 30th June next; but, although the indications of traffic are satisfactory, the ultimate prospects cannot be estimated with accuracy until the entire cost of each line is conclusively ascertained. The cost of the East Indian, for instance, was calculated at 12,000*l.* per mile, but it now seems that it will reach 16,000*l.*; so that instead of a revenue of 802,950*l.*, to produce a net 5 per cent., there must be a revenue of 1,100,000*l.* Out of 3,112,500 passengers, five have been killed. Up to the end of last year the total number of shareholders was 17,118, of whom only about 336 were native Indians. The latest estimates for completion of all the lines sanctioned in India amount to 56,000,000*l.*, of which, however, about 7,000,000*l.* represent the cost of the sections that are to be postponed, reducing the requisite amount to 49,000,000*l.* Of this sum, 34,396,445*l.* had been raised up to 30th April, the end of the Indian official year, leaving about 14,000,000*l.* to be supplied, of which at least 8,000,000*l*, is required for the twelve months ending 30th April, 1862. Of these eight millions, six will be expended in India.

U. S. Coast Survey.

The officers of the United States Coast Survey have effected their arrangements preparatory to commencing operations up the lakes. The steamer *Search* left Detroit on Monday, with a topographical party, in charge of Assistant W. H. Harding and W. T. Casgrain. The steamer *Planet* took up, Tuesday, a party in charge of Assistant H. E. Penny. The schooner *Surveyor* also left Detroit yesterday with a party, under the command of Assistant J. F. Potter. The schooner *Coquette* will, probably, leave in a few days, with a party of topographical engineers, in charge of D. F. Henry. The shore parties under command, respectively, of Messrs. Hardy, Penny and Henry, will commence operations on the West end of Lake Superior; and Assistant J. F. Potter's party will complete the work left undone last season on Lake Michigan. They will, probably, be gone till October.—*Detroit Free Press.*

A Discovery in Electro-Magnetism.

Mr. A. G. Halcomb, of New York City has recently obtained a patent for a combination of the positive or attractive force of the electro-magnet, with that of a permanent steel magnet; it having been discovered by him, that this combination will produce much greater magnetic power—so great that the operator can dispense entirely with the relay battery. By connecting the cones of an electro-magnet with a permanent steel magnet, a force is developed greatly in excess of the sum of the forces of the permanent and electro-magnetism when used separately. Thus place an electro bar magnet, with an attractive power equal to one ounce, in the north pole of a permanent steel magnet that has a magnetic power of ten ounces; and their united power instead of being eleven, which would be their sum, will be twenty-three.

Pennsylvania Coal Company.

The following gentlemen have been elected directors of this company for the ensuing year:—John Ewen, Wm. R. Griffith, Isaac L. Platt, Wm. F. Havemeyer, Thos. W. Pearsall, Chas. Morgan, Jonathan Thorne, Geo. L. Brown, John Q. Jones. At a subsequent meeting of the Directors, John Ewen was unanimously re-elected President of the Company for the ensuing year.

Albany and Susquehanna Railroad.

It is said that the Directors of this Company are determined to expedite this work from their own resources, and have that portion of the road between Albany and Schoharie completed and cars running by the early part of next summer. Much of the grading between these points is already done, except the heavy section lying in New Scotland, in this county, and the contract for the grading of this portion of the work has been let within the past few days to James Brady, of West Troy, and John Phelan of this city.—*Albany Atlas and Argus.*

New York Central Railroad.

It is said that on the occasion of the recent visit of the President and Directors of the New York Central Railroad Company to this city, it was definitely agreed or understood that the projected tunnel, under the Erie Canal, should be constructed the coming winter, so as to be ready for use next spring.

It was also ordered that a station house for locomotives be constructed in the eastern part of the city, to supply the place of one burned there some years since. The building will not be a round house, but a semi-circle, with turn-table out of doors, and will bontain stalls for about twenty locomotives. The location of the building was left with Mr. Chittenden, who will probably be here the present week to determine where the building shall be erected. The work will be commenced very soon. All the freight trains of the city are made up below North street, and despatched hence, and it would be convenient to have stalls for engines there.

The freight business of the company continues to be very large. Two new locomotives from the Schenectady Works were brought upon the Western Division last week, and we believe there are now 63 on this Division, all, or nearly all, in capital order. Such is the pressure, however, that the engines find plenty to do, and frequently double the road, making extra trips to keep the work up. On Friday an unusually large number of freight cars were sent eastward from Buffalo, including 104 cars laden with live stock, and all the engines which were there had business to bring down trains. The track, engines and rolling stock being in first rate order, enables the company to do an incredibly large amount of business. This company has recently purchased ten thousand tons of coal at Erie, Pa., to be delivered along the line of the road. Some of this purchase has already arrived in this city by Canal. This looks as though the Company intended to increase the number of coal-burning locomotives the coming season.—*Rochester Union.*

The Monster Cannons of America and England.

The new principle of casting large guns—hollow instead of solid—by means of a current of water introduced into the core which forms the mould of the bore, thus cooling from interior, has been successfully applied to the manufacture of a monster cannon at the Fort Pitt Foundry, Pittsburg, in the United States of America. It is found practically that guns of larger calibre, cast by the ordinary solid method, have not the requisite strength to bear the strain in firing, owing to the fact that melted iron shrinks in cooling, the process of solidifying not being simultaneous throughout the mass, but progressive from the surface inwards. In consequence of the strong compression formed on the outer and first cooled portions, it is obvious that, independently of flaws and cavities about the surface of the bore, where the greatest strength and hardness are required, the metal is there the least dense and the least hard of the whole mass; and it is mainly owing to this fact that guns become so soon unserviceable by the enlargement of the bore round the seat of the ball after prolonged firing. The state of compression on the outer crust of the gun assists the internal effort of the charge, and after a certain number of rounds, with full charges, the gun bursts. The greater the mass of the castings the greater the irregularities of structural arrangement, and the more unfit the gun bec.mes to resist the strain of explosion. Hence the hitherto practical limit to the calibre of cast iron guns; no nation having yet succeeded in manufacturiug safe and serviceable guns of more than ten inches calibre.

By the new process of cooling internally, the metal about the bore is in a state of compression, and the exterior in a state of tension; which, in fact, is what it ought to be in order to obtain the greater strength of the whole thickness of metal when subjected to internal strains. Moreover, the metal about the bore first cooled will be, as it should be, the hardest and densest. On the old system, on account of the inequalities produced in the physical structure of the metal, it is well known that, beyond a certain limit, little or no increase of strength is given to the gun by increasing its thickness of metal; and that on this account a practical limit has hitherto been placed to the manufacture of cannon of very large calibre, which would be found incapable of resisting the great strain to which rifled cannon are subject. A new era in the casting of iron cannon has commenced, and we now proceed to describe the last great practical result of this new and highly ingenious process.

The monster gun, better perhaps known by the name of the 15 inch gun, has the following dimensions:—Its total length is 15 feet 10 inches; greatest exterior diameter 4 feet across the breech, fining down to 25 inches at the muzzle. The thickness of metal behind the ellipsoidal chamber is twenty-five inches, and sixteen and a half inches at the junction of the bore with the chamber, fining down to five inches at the muzzle. The weight of this enormous piece of ordnance is nearly twenty-two tons. The solid sixty-eight pounder, the heaviest cast iron gun of our own service, weighs about four tons fifteen hundred weight.

The fifteen inch gun is mounted at Fortress Monroe upon an iron centre pintle carriage, running up and recoiling in the usual manner; and fires shells of two classes. The first, to be used where the greatest possible explosive effective is wanted, of the minimum thickness (two and a half inches) admissible to endure the shock of the charge, is about 305 pounds weight, containing about eighteen pounds of power. The second, for battering purposes, has a wall of five inches thickness and weighs 410 pounds. There is also a solid shot of the enormous weight of 425 pounds; but for the reasons already mentioned connected with solid castings of large masses, it is very doubtful if it is practicable to cast a satisfactory solid shot of this diameter. The windage allowed is one-tenth of an inch.

Major Barnard, of the American Engineers, who has published a most interesting account of this cannon, gives us the following summary of the practice carried on with it in the experimental trials:—In five trials, at 2,000 yards, with thirty-five pounds of powder, the lateral deviations were confined within five yards on either side of the target. The vertical deviations, probably due to varying initial velocities, or perhaps to some difference in the weight of the shells, ranged seventeen yards each way short and over. With forty pounds of larged grained powder the initial velocity was found to be 1,328 feet per second. The greatest range attained, with the maximum elevation of 28 deg. 35 min., was 5,730 yards, with a time of flight of twenty-seven seconds.

Such immense charges, however, produce far less strain on the gun than might be supposed, owing to the nature of the powder used, and described in the official reports as "large grained," and as "Rodman's perforated cake powder" The former is of 6-10ths inch cube in the size of its grains; the latter is compressed into solid cakes at a considerable pressure, and perforated with holes to admit access to the flame. The object intended by this improvement is to retard the burning (analogous to the plan adopted by Sir William Armstrong's slow burning powder), and thus reduce the excessive strain to which all guns are subject with fine grained powders, and which by the number of angles presented to the tongues of flame, are inflamed almost instantaneously, and before the heavy projectile is started from its seat. This result is estimated by a pressure gauge introduced into the chamber of the gun. The comparative initial pressures of the "perforated cake," "large grained," and common cannon powder, are estimated to have about the ratios of one-seventh, one-third, and unity—a result of very great importance in its bearing upon the practicability of using cast iron guns of extraordinary calibres.

It will be interesting at this point to notice the performance of the English monster gun, better known as the Horsfall gun, mounted near Southsea Castle, Portsmouth; this being the largest piece of ordnance hitherto made in this country. The weight of this gun is about twenty-two tons, and it throws a solid shot of about 360 pounds of weight. 130 rounds have been fired, with charges of forty and fifty pounds of powder; and with eighteen degrees of elevation a range of a little over 5,000 yards was obtained. But that the cannon was unable to stand these proof charges, comparatively moderate for its calibre, was known to be strongly suspected by the Director General of Artillery, and this opinion was confirmed by the discovery of a crack of over three inches in length in the chamber, when searched and examined lately by Captain Freeth, Assistant Inspector of Artillery. It is probable that it will be again subjected to proof at an early date. The American fifteen inch cannon had, up to the date of the latest reports, fired 350 rounds with full charges; and at the 300th round, when the last search was made, the most delicate tests applied to the bore failed to indicate the slightest enlargement or deterioration of any kind.—*London Army and Navy Gazette, May* 18.

Bridge over the Schuylkill at Norristown, Pennsylvania.

The new bridge, to take the place of the old one, over the Schuylkill river, at DeKalb street, Norristown, has been contracted for with Bolton, Christman & Co., of Norristown, at the rate of $22 25 per lineal foot. It is to be constructed on the Burr plan, and the work will be under the charge of Owen Raysor, of Bridgeport. The bridge is about 820 feet long and 37 feet wide, and is to be completed by the 1st of October. The company will proceed in a few days to remove the old structure, when they will raise the abutments and piers about eighteen inches. The old bridge

was built in 1826, having thus been in constant use, by a very large travel, for thirty-five years, during all which time it not only yielded a handsome per centage to the stockholders on their investments, but provided a sufficient surplus fund to pay the entire cost of its reconstruction.—*Germantown Telegraph.*

Eastern Bengal Railway.

This line, from Calcutta to Kooshtee, a distance of 108 miles, gives good promise of being opened in a year from this date. The earthworks will be completed in the course of six months; the whole of the brickwork is expected to be finished early in the spring of 1862; while several of the iron bridges are already in position, and others are in course of preparation for erection. Mr. Purdon announces that the two great cylinder bridges across the river Echamuttee, at 64 miles, and the river Koomar, at 93 miles 67 chains, are progressing steadily:—

"The first, consisting of five openings of 80 feet span, has almost all the columns raised to the full height to receive the superstructure, which is being conveniently put together on the spot, and will be erected before the end of the present year. The second, or Koomar bridge (the company's greatest work), consists of twelve openings of 80 feet span. The foundation columns for the south abutment, and four of the piers, have been sunk to the requisite depth by pneumatic pressure; and the remainder of the piers, together with the north abutment, are in rapid progress, and expected to be got down before the next rains; and the whole of the columns raised above the low water level by July next; and if successful there will be little difficulty in getting the entire bridge finished by May, 1862."

There are about 50 miles of general embankments and surface forming fully completed, and 40 miles thrown up, but not yet trimmed or consolidated, while 20 miles of the heavier embankments remain to be finished. The condition of the Calcutta terminus leaves little doubt of the booking-offices, passenger and carriage shed, &c., being roofed and otherwise finished by the end of 1861. The rolling stock will be next in readiness, with all the various equipments, such as water-cranes, turntables, &c., completed, and the line made ready for opening.—*London Railway Times.*

Stephenson and Brunel.

"The Life of Robert Stephenson, F. R. S., late President of the Institution of Civil Engineers," by John Cordy Jeaffreson, barrister-at-law, and William Pole, member of the Institution of Civil Engineers; and "Memoirs of the Life of Sir Marc Isambard Brunel, Civil Engineer, V. P., F. R. S., &c., by Richard Beamish, F. R. S., are announced by Messrs. Longmans, of London.

Lake Superior Copper Mines.

From Nov. 20, 1860, to June 1, 1861, the Pewabic mine produced 874,378 lbs. of ingot copper. In the same time last season, 391,870 lbs.; gain this year, 482,503 lbs.

From Nov. 20, 1860, to June 1, 1861, the Franklin mine yielded 658,002 lbs. of ingot copper. In the same period of the last season, 51,621 lbs; Gain this year 606,381 lbs. It thus appears that during the first six months of the present shipping year, these two mines show an excess of 1,088,889 lbs. of ingot copper, worth nearly $200,000 over the product of the same portion of the previous year.

At present, ingot copper is dull, though not heavier than many other leading articles of prime necessity. Its sale cannot be forced, to any extent, while its price is so low that in many localities it cannot be produced to much profit. But the last assertion does not apply to the leading American mines—certainly not to the Cliff, Minnesota, National, Pewabic, Quincy or Franklin. All of these are yielding largely, and in none of them does the refined metal cost above 15 cents per lb., at the outside. At some of them it is said to cost less than this figure; but even at 15 cents for cost, the product pays a profit of 25 cents with an unusually low price for copper.

Rise in the Price of Ship Timber.

The proposal of the Government to have built immediately forty or fifty gun-boats has thrown the timber market into quite a commotion, and in some classes of timber the prices have jumped up five or ten dollars in a single day. Hard pine is quite scarce, and those who have a stock on hand are quite fortunate. A representative of one of the largest ship builders in New York, who is understood to be a large competitor for the gun-boats, was in this city last week trying to buy up what hard pine he could find. He purchased one cargo and had it shipped to New York. In oak timber there is also a large increase in price, and a further advance is expected. There is quite a large quantity of timber cut and ready for shipment in Virginia, owned by Northern men, which, under the existing state of things, cannot be shipped North. We hear of one party who had four cargoes on shipboard, which their men were obliged to leave.—*Boston Journal.*

North Missouri Railroad.

This road is again open to St. Joseph. Its regular trips were resumed on the 20th inst.

NIAGARA STEAM FORGE,
COR. PERRY ST. AND OHIO BASIN SLIP.
T. D. PATCHIN, Lessee, CHAS. D. DELANEY, Sup't. } Buffalo, N.Y.
MANUFACTURE to order all kinds of Light and Heavy Forgings and Hammered Shapes, such as
Car Axles, Crank Axles,
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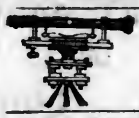
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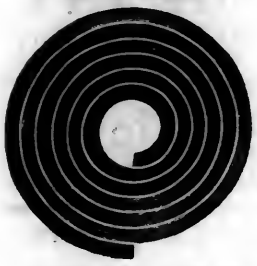
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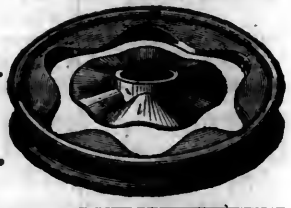
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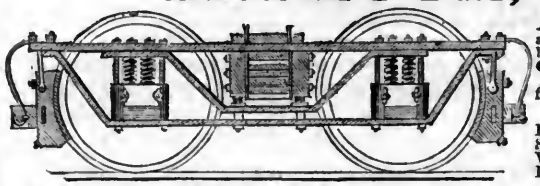
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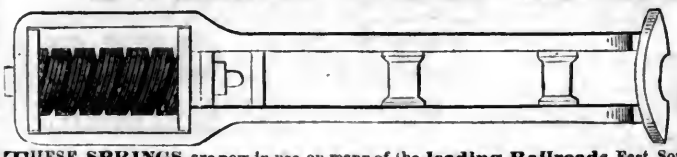
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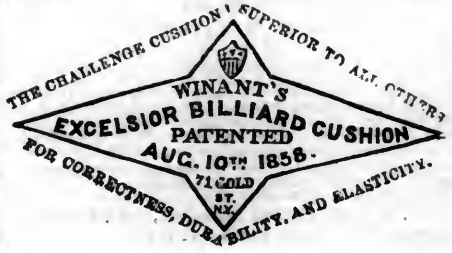
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY JOHN H. SCHULTZ, No. 9 SPRUCE ST.

New York, Saturday, July 6, 1861.

The Future of Our Manufacturing Interests.

To prophesy is, at all times, attended with more or less risk of reputation; unless like the oracle of Delphi we choose our language with a view to a double construction, so that we can resort to either one as future events may render necessary. To speak in reference to the future with a degree of confidence necessary to secure even our own belief, to say nothing of impressing others with similar views, has heretofore been equivalent to impossibility. War with its horrid realities, and especially a civil war, has been the last calamity that has ever entered into the minds of Americans; and now when it had really come and the hosts of armed men were hastening to a conflict, in which *brother's* blood must flow, men could not think, nor write—nor prophesy. They could only stand in amazement, while slowly the painful reality crept over them, and only the necessity for occupation led them back to life and forced them to accept as a fact that which no earthly power seemed adequate to avert.

Manufactures always suffer in times of general business prostration. The product of the workshop is the first want that ranges above actual necessity. In hard times men will only buy the food necessary to keep them in existence, and, consequently, the farmer reaps the benefit of his humble but sure occupation. The *cause*, however, of the general prostration has much to do in determining the extent to which a particular branch of business is to be affected. The country at large was never in a better condition. The balances of 1857 were all struck, and the economy which that crisis necessitated, had placed trade throughout the country upon a better footing; the harvest of 1860 was full, and the granaries of the West are still loaded with its products. Suddenly the dark cloud of war overspreads the horizon; the South no longer buys of the West; the West cannot pay its debt to the East; Southern State stocks fall, and Western Banks collapse, merchants cannot get money for their bills receivable, or in turn pay their debts or order more goods from the manufacturer. The factories stop work, and the mechanic, thrown out of employment, remains idle at home or enlists for the war. Thus while all the materials for prosperity exist, distress is the universe cry. Is this thing to continue? is the question we now propose to ask and to answer. There are many facts which afford something of a data upon which we can base a calculation with some degree of confidence; and these have led us to the conclusion that the worst of the "hard times" are over, and that for the manufacturing and railroad interests an era of prosperity is about to open.

We call attention to the truth, in the first place, that as in ordinary times much of our apparent prosperity is fictitious, so, in hard times, much of our distress is also fictitious or exaggerated. In "good times," men do business largely on their own credit, and *trust largely to the credit* of others; but when a time comes when ordinary caution only should be used, immediately business men distrust too easily their neighbors' credit, and their own credit is distrusted in return: hence follows a panic and universal prostration. With the return of events calculated to inspire confidence, credit is again restored and its attending prosperity follows. The war is at present the great drawback. But accepting the war as a fact, what is likely to be the result? In any event, the locality of the war will be confined to the Border States: the inhabitants of the great and populous districts of the North will not be harrassed by fears of personal danger, and they will, therefore be left to pursue quietly their occupations. The surplus population will go to the war, and the money spent in their outfit and in the payment of their wages will be circulated among the people at large and create at once a vast body of consumers. The effect of this has already begun to be felt in an increased demand for domestic goods. The West will undoubtedly suffer from the loss of its southern market, but its produce is beginning to move eastward; and while this tends to square up eastern debts, it also gives employment to the great lines of railroad. As the South is cut off, the commercial intimacy between the West and the East must increase.

Another great source of demand will be found in the destruction of property during the war. Already a number of bridges, costing immense sums of money, time and labor, have been destroyed. No less than forty-seven locomotives belonging to the Baltimore and Ohio Railroad have been destroyed, together with a large amount of its rolling stock. To fit out this road alone would set a large number of our machine shops at work, and give employment to hundreds of operatives. Wherever the hostile armies penetrate there goes destruction to buildings, and machinery of all kinds; especially to railroads, with a view of obstructing the advance of the foe. This, it is true, is a loss to the country; but the immediate effect is to cause renewed activity in the department necessary to reconstruct the property destroyed, while the loss is distributed over the whole community and shared not only by ourselves, but our posterity.

Thus admitting the war goes on, still we think that the manufacturing interest of the country is about to revive. The chief loss we feel is in southern trade; but recovering from this, we find the great West still open, and ready to make good bargains. The disinclination to import foreign goods, as well as the economy felt to be necessary by all classes, encourages domestic manufactures, and supplies in no small measure the place of a protective tariff. On the other hand, should the war, happily, terminate, the reaction in business would not only be great, but it would rest upon a

firmer foundation, for the very economy which the masses of the community have been compelled to exercise. Our citizens are not poor;—they are exercising economy, and are cautious about entering upon new enterprises, and this very spirit will ensure a steady revival of confidence and business, which, acting in conjunction with causes already noted, will impart new vigor to our manufacturing interests.

Philadelphia and Erie Railroad.

A special meeting of the stockholders in this road was held at the office of the company, Walnut St., Philadelphia, on Thursday, the 27th ult., for the purpose of considering a proposition having for its object the leasing of the road to the Pennsylvania Railroad Company, and its early completion from Sunbury to Erie. The meeting was organized by the appointment of Gideon J. Ball, Esq., of Erie, as Chairman, and P. M. Price, Esq., of Lock Haven as Secretary. Wm. G. Morehead, Esq., President of the Company, then read the following report:

To the Stockholders of the Philadelphia and Erie Railroad Company.

Gentlemen: Since your last annual meeting, the extraordinary condition of the country has seemed to render it necessary for your Board of Managers to agree upon a permanent lease of your road to the Pennsylvania Railroad Company, as the only means of securing its speedy completion, and you have been called together especially at this time to take the terms of the lease into consideration, and if it meet your approval, give it your ratification. The Board of Managers have had this subject before them for several weeks, during which they have given to it, in all its details, their anxious and deliberate consideration, and they have arrived at the result just stated, only after having exhausted every other possible means within their control to continue the prosecution of the work. By the passage of the act last winter, authorizing them to issue $5,000,000 of first mortgage bonds—the State receiving second mortgage bonds in exchange for those given her in 1857 for the purchase of the State canals—your Board fully believed that they would have no difficulty in negotiating said bonds for an amount sufficient to enable them to complete and fully equip the road. In this they have been disappointed by the present national difficulties, which preclude the possibility of negotiating bonds on any unfinished road, in this country or in Europe.

From this cause they have been unable to go on with the work, or to realize from any source sufficient means to enable them to pay the existing pressing liabilities of the company.

It is not deemed necessary to detain you here by going into a detail of the terms of the lease, as the same is herewith presented. It has been confirmed by the respective Boards of the two Companies; and if carried into effect by your ratification, which is now solicited by the Board, no doubt is entertained but it will furnish all the means necessary for present relief, and for the speedy completion and equipment of the road.

By order of the Board,

Wm. G. Moorhead, *President.*

The Secretary, Mr. Price, then read the form of lease proposed by the Philadelphia and Erie Railroad Company, and amended by the Pennsylvania Railroad Company.

Various amendments in the wording of the lease were proposed, and some discussion ensued, without, however, any decided action. It was finally determined to adjourn, to meet again Friday morning, in order that the Common Council (the City of Philadelphia being a large stockholder in the road) at a meeting to be held the same afternoon, might finish their action on the resolution passed the week previous by a Select Council, authorizing the Mayor to vote the city stock. In order that this matter may be more clearly understood, we give the following extract from the proceedings of a meeting held by the Select Council on the 15th:—

Communication received from the City Directors of the Philadelphia and Erie Railroad Company:

"The directors elected by your honorable bodies to represent the city of Philadelphia in the Board of Directors of the Philadelphia (late the Sunbury) and Erie Railroad Company, deem it their duty to communicate to you the proceedings of the Board of Directors of the Company, so that you can take the necessary steps to secure the interests of the City.

It is well known to most of you, that at the last regular session of the Legislature, an act was passed to relieve said Philadelphia and Erie Railroad Company from the embarrassments into which it had fallen by reason of their inability to pay the State the interest which had become due them on the purchase and sale of the canals. This act was highly advantageous to the company, but the financial depression which has followed the troubles now existing in our country, has in part prevented the accomplishment of the desire entertained by your representatives of seeing the road in the progress of completion.

Efforts were made to negotiate the bonds of the Company, but without success, and in addition to this the outstanding floating liabilities of the company were rapidly maturing, with no prospect in view of means wherewith to meet them. Under these circumstances, a proposition was made to lease the road to the Pennsylvania Railroad Company, for the period of nine hundred and ninety-nine years; the Pennsylvania Railroad Company to endorse and guarantee the interest and payment at maturity of $3,500,000 of the bonds of the five millions loan authorized by the recent act of Assembly, said company to run the road, keep it in order and pay forty per cent. of the gross earnings of the road to the said Philadelphia and Erie Railroad Company.

The draft of a lease was submitted to the Board of Directors and considered by them. Your representatives earnestly entreated them to delay action thereon until the lease could be perfected, and all the necessary shields and guards had been inserted therein, to secure the proper development of the resources of the road for business as well as the correct and faithful application of the means secured by the said endorsement and guarantee, towards the early completion of the road and the disbursements therefor, hoping thus to assure the city that there was some hope of a return for the *two and a quarter millions of dollars* invested therein. This was obtained, and a consultation with the Committee of Railroads from your honorable bodies was had, and at their instance a provision was inserted in the proposed lease requiring the approval of the Pennsylvania Railroad Company to the contracts for the completion of the road and the expenditures therefor. Being thus secured in having the services of competent railroad management for all work to be done, and the proper disbursement of the funds, your directors cast their votes for the lease, and it obtained a unanimous vote of the Board.

The measure having been agreed to by the Board it must next be submitted to the stockholders for their consideration and action, and in view of this a meeting has been called for the 27th instant, at which said proposed lease will be submitted.

Having reference to the peculiar condition of the company as found by them when taking their places—the utter inability of the management to meet its obligations, and the impossibility of proceeding with the construction of the line without some additional aid, your representatives found in this proposed measure the only mode of relief, and having succeeded in surrounding the proposition with all the guards which they esteemed necessary for the protection of every interest of the city, they acted as above suggested, and recommend to your honorable bodies the immediate passage of a resolution, authorizing the vote of the city to be cast in favor of the measure at the stockholders' meeting, to be held as above."

At the meeting of the Select Council on the 27th, the subject came before the body at a late hour, and there being no quorum to vote, the subject was postponed till the next meeting, to take place on the 11th inst.

The adjourned meeting of the stockholders was held on the 28th, and the subjoined resolutions, rendered necessary by the non-action of the Common Council, were passed by an almost unanimous vote, about two millions of stock being represented by persons present:

Resolved, That in the opinion of this meeting it is of vital importance to the interests of the stockholders that authority be given to the President and Managers to execute and carry into effect a contract with the Pennsylvania Railroad Company, without unnecessary delay.

Resolved, That as the City of Philadelphia is the owner of nearly one-half of the entire stock of this company, the whole of which, together with all other municipal and private subscriptions, is in imminent danger of sacrifice, unless the said contract be consummated, this meeting does hereby respectfully, but earnestly, request the Councils of the said City to co-operate with other stockholders in their efforts to complete the road, and save their property, by authorizing the vote of the City to be cast, without delay, in favor of said contract.

Resolved, That a copy of these resolutions be transmitted to the Mayor of Philadelphia, with a request that he will communicate them to the City Councils, at the earliest practical period, and that this meeting do now adjourn till four o'clock P. M., on Tuesday next, to await the action of that body.

Thereupon the meeting of the stockholders adjourned, to meet again on the 2d inst., it being understood that a special meeting of the Council had been called for the 1st inst., to consider the question.

Philadelphia and Erie Railroad.

By an act of the last Legislature of Pennsylvania, the name of this road was changed from the "Sunbury and Erie," to the Philadelphia and Erie Railroad, which is now its corporate title, and in which name it will hereafter transact all its business. An act of the same legislature also authorized the Governor to appoint a commissioner, for the purpose of proceeding over the road, examine its grading, decide upon the work performed, and report to the Governor a full and accurate account of the condition of the road. After this report has been made, it will be decided by the Governor whether the bonds deposited with the State authorities, securing the faithful expenditure of the money appropriated by the State for the completion of this road, can be lifted without damage to the Commonwealth.

In compliance with the provisions of this act authorizing the appointment of the said Commissioner, the Governor has appointed Col. John A. Wright, who will at once proceed to the discharge of the duty thus assigned him. In this appointment the interests of the State will be faithfully represented, as few men are the superiors of Col. Wright in the knowledge of railroads, their construction and operation. With this experience and knowledge, Colonel Wright also carries to his work a business capacity that has already won him a character for industry and integrity of which any man may well be proud.

The people of Pennsylvania will look for this report with an interest commensurate with the importance of this great public improvement, which is of itself a monument of Pennsylvania enterprise. The country it traverses, the immense resources which it will assist in developing, the new markets it will create along its line, and the

easure and travel it is destined to pour into the p of our beautiful metropolis on the banks of the elaware, make the Philadelphia and Erie Raiload one of the most important links in the great chain of improvements with which Pennsylvania is binding her interests to those of distant territories, and with which she is also drawing into closer communication her own towns and cities.—*Harrisburg Telegraph.*

United States Census.

(*Compiled from the official Returns.*)

ALABAMA.

Counties.	1850.	1868.
Autauga	15,023	16,739
Baldwin	4,414	7,533
Barbour	23,632	30,815
Benton	17,163	.....
Bibb	9,969	11,894
Blount	7,367	10,865
Butler	10,836	18,122
Calhoun	new	21,539
Chambers	23,960	22,214
Cherokee	13,884	18,360
Choctaw	8,839	18,887
Clarke	9,786	15,049
Coffee	5,940	9,623
Conecuh	9,322	11,311
Coosa	14,543	19,272
Covington	3,645	6,469
Dale	6,384	12,227
Dallas	29,727	33,625
De Kalb	8,245	10,705
Fayette	9,681	12,850
Franklin	19,610	18,628
Greene	31,441	30,859
Hancock	1,542	.....
Henry	9,019	14,917
Jackson	14,088	18,284
Jefferson	8,989	11,744
Lauderdale	17,172	17,420
Lawrence	15,258	13,976
Limestone	16,483	15,304
Lowndes	21,915	27,718
Macon	26,896	26,834
Madison	26,427	26,456
Marengo	27,831	31,894
Marion	7,833	11,180
Marshall	8 846	11,472
Mobile	27,600	41,131
Monroe	12,013	15,669
Montgomery	29,710	35,905
Morgan	10,125	11,331
Perry	22,285	27,727
Pickens	21,512	22,319
Pike	15,920	24,426
Randolph	11,581	20,059
Russell	19,548	26,593
St. Clair	6,829	11,012
Shelby	9,536	12,618
Sumter	22,250	24,035
Talladega	18,624	23,520
Tallapoosa	15,584	23,827
Tuscaloosa	18,056	23,202
Walker	5,124	7,980
Washington	2,713	4,669
Wilcox	17,352	24,618
Winston	new	3,576
Total	771,623	964,296

ARKANSAS.

Arkansas	3,245	8,844
Ashley	2,058	8,590
Benton	3,710	9,305
Bradley	3,829	8,388
Calhoun	new	4,103
Carroll	4,614	9,383
Chicot	5,115	9,231
Clark	4,070	9,733
Columbia	new	2,451
Conway	3,583	6,698
Craighead	new	3,066
Crawford	7,960	7,850
Crittenden	2,648	4,919
Dallas	6,877	8,287
Desha	2,911	6,458
Drew	3,276	9,079
Franklin	3,972	7,299
Fulton	1,819	4,024
Greene	2,593	5,844
Hempstead	7,672	13,991
Hot Springs	3,213	5,635
Independence	3,086	14,308
Izard	5,834	7,215
Jackson	5,227	10,493
Jefferson	5,220	14,977
Johnson	5,274	7,612
La Fayette	4,823	8,466
Lawrence	2,368	9,349
Madison	2,348	7,740
Marion	2,049	6,192
Mississippi	1,958	3,895
Monroe	1,758	5,657
Montgomery	1,958	3,633
Newton	1,758	3,393
Perry	978	2,465
Phillips	6,935	14,878
Pike	1,861	4,025
Poinsett	2,308	3,621
Polk	1,263	4,262
Pope	4,710	7,867
Prairie	2,097	8,854
Pulaski	5,657	11,700
Randolph	3,275	6,261
St. Francis	4,479	8,673
Saline	3,903	6,640
Scott	3,083	5,145
Searcy	1,979	5,271
Sebastian	new	9,328
Sevier	4,240	10,516
Union	10,288	12,288
Van Buren	2,864	5,357
Washington	9,970	14,673
Washita	9,591	12,936
White	2,619	8,316
Yell	3,341	6,333
Total	209,897	435,427

CALIFORNIA.

Alameda	new	8,927
Anador	new	10,933
Butte	3,574	12,107
Calaveras	16,884	16,302
Colusi	115	2,274
Contra Costa	.....	5,328
Del Norte	new	1,992
El Dorado	20,057	20,562
Fresno	new	4,605
Humboldt	new	2,694
Klamath	new	1,803
Los Angeles	3,530	11,336
Marin	323	3,334
Mariposa	4,379	6,243
Mendocino	55	3,967
Merced	new	1,141
Monterey	1,872	4,739
Napa	405	5,515
Nevada	new	16,447
Placer	new	13,270
Plumas	new	4,363
Sacramento	9,087	24,145
Santa Barbara	1,185	3,543
Santa Clara	.....	11,912
Santa Cruz	643	4,945
San Bernardino	new	5,554
San Diego	798	4,326
San Francisco	.....	56,804
San Joaquin	3,647	9,434
San Louis Obispo	336	1,782
San Mateo	new	3,214
Shasta	378	4,360
Sierra	new	11,389
Siskiyon	new	7,629
Solano	580	7,170
Sonoma	560	11,867
Stanislaus	new	2,245
Sutter	3,444	3,390
Tehama	new	4,044
Trinity	1,635	5,125
Tulare	new	4,638
Tuolumne	8,351	16,229
Yolo	1,086	4,716
Yuba	9,673	13,671
Total	92,597	380,015

CONNECTICUT.

Fairfield	59,775	77,476
Hartford	69,967	89,964
Litchfield	45,253	47,317
Middlesex	27,216	32,993
New Haven	65,588	97,847
New London	51,821	58,422
Tolland	20,091	21,187
Windham	31,081	30,445
Total	370,792	460,151

DELAWARE.

Kent	22,816	27,801
Newcastle	42,780	54,800
Sussex	25,936	29,617
Total	91,532	112,218

FLORIDA.

Alachua	2,524	8,234
Brevard	139	246
Calhoun	1,377	1,446
Clay	new	1,914
Columbia	4,808	4,727
Dade	159	83
Duval	4,539	5,095
Escambia	4,351	5,768
Franklin	1,561	1,904
Gadsden	8,784	9,396
Hamilton	2,511	4,154
Hernando	926	1,200
Hillsboro'	2,377	2,981
Holmes	1,205	1,386
Jackson	6,639	10,199
Jefferson	7,718	9,876
Lafayette	new	2,068
Leon	11,442	12,335
Levy	465	1,782
Liberty	new	1,457
Madison	5,490	7,779
Manatee	new	854
Marion	3,338	8,610
Monroe	2,645	2,912
Nassau	2,164	3,654
New River	new	4,655
Orange	466	987
Putnam	687	2,712
St. John's	2,525	3,039
Santa Rosa	2,883	5,481
Sumter	new	1,549
Suwanee	new	1,388
Taylor	new	1,384
Volusia	new	1,158
Wakulla	1,955	2,835
Walton	1,807	3,037
Washington	1,095	2,154
Total	87,445	140,439

GEORGIA.

Appling	2,949	4,190
Baker	8,120	4,985
Baldwin	8,148	9,078
Banks	new	4,707
Berrien	new	3,471
Bibb	12,699	16,291
Brooks	new	6,356
Bryan	3,424	4,013
Bullock	4,300	5,668
Burke	16,100	17,165
Butts	6,488	6,455
Calhoun	new	4,913
Camden	6,319	5,420
Campbell	7,232	8,301
Carroll	9,357	11,991
Cass	13,300	15,724
Catoosa	new	5,082
Charlton	new	1,780
Chatham	23,901	31,043
Chatooga	6,815	7,165
Chattahoochie	new	5,806
Cherokee	12,800	11,291
Clarke	11,119	11,225
Clay	new	4,893
Clayton	new	4,466
Clinch	637	3,063
Cobb	13,843	14,241
Coffee	new	2,879
Colowitt	new	1

Columbia	11,961	11,860
Coweta	13,635	14,703
Crawford	8,984	7,693
Dade	2,680	3,069
Dawson	new	3,857
Decatur	8,262	11,923
De Kalb	14,328	7,807
Dooly	8,361	8,915
Dougherty	new	8,295
Early	7,246	6,158
Echols	new	1,491
Effingham	3,864	4,756
Elbert	12,959	10,423
Emanuel	4,577	5,081
Fannin	new	5,140
Fayette	8,709	7,047
Floyd	8,205	15,195
Forsyth	8,850	7,749
Franklin	11,513	7,393
Fulton	new	14,427
Gilmer	8,440	6,722
Glascock	new	2,437
Glynn	4,933	3,889
Gordon	5,984	10,146
Greene	13,068	12,649
Gwinnett	11,257	12,940
Habersham	8,895	5,966
Hall	8,713	9,366
Hancock	11,578	12,044
Haralson	new	3,039
Harris	14,721	13,736
Hart	new	6,137
Heard	6,923	7,805
Henry	14,726	10,702
Houston	16,450	15,613
Irwin	3,334	1,699
Jackson	9,768	10,605
Jasper	11,486	10,743
Jefferson	9,131	10,219
Johnson	new	2,919
Jones	10,224	9,107
Laurens	6,242	6,998
Lee	6,660	7,176
Liberty	7,926	8,369
Lincoln	5,998	5,466
Lowndes	7,714	5,249
Lumpkin	8,955	4,626
McIntosh	6,027	5,546
Macon	7,052	8,449
Madison	5,703	5,933
Marion	10,280	7,390
Merriwether	16,476	15,329
Miller	new	1,791
Milton	new	4,602
Mitchell	new	4,308
Monroe	16,985	15,953
Montgomery	2,154	2,997
Morgan	10,744	9,998
Murray	14,433	7,083
Muscogee	18,578	16,584
Newton	13,296	14,323
Oglethorp	12,259	11,549
Paulding	7,039	7,038
Pickens	new	4,951
Pierce	new	1,973
Pike	14,306	10,086
Polk	new	6,295
Pulaski	6,227	8,744
Putnam	10,794	10,130
Quitman	new	3,499
Rabun	2,448	3,271
Randolph	12,868	9,571
Richmond	16,246	21,284
Schley	new	4,633
Scriven	6,487	8,274
Spalding	new	8,699
Stewart	16,027	13,423
Sumter	10,322	9,428
Talbot	16,534	13,617
Taliaferro	5,146	4,583
Tatnall	3,227	4,352
Taylor	new	6,000
Telfair	3,026	2,713
Terrell	new	6,237
Thomas	10,103	10,767
Towns	new	2,459
Troup	16,879	16,259
Twiggs	8,179	8,320
Union	7,234	4,413
Upson	9,424	9,910
Walker	13,109	10,082
Walton	13,831	11,072
Ware	3,888	2,200
Warren	12,425	9,820
Washington	11,766	12,698
Wayne	1,499	2,269
Webster	new	5,030
White	new	3,314
Whitfield	new	10,047
Wilcox	new	2,115
Wilkes	12,107	11,420
Wilkinson	8,296	9,376
Worth	new	2,763
Total	906,185	1,057,327

(To be continued.)

The Drain of Gold to America--Causes and Consequences of the Transfer.

The dispatch of £5,000,000 ($20,000,000) in gold to New York during the early part of the year was followed, with only a short intermission, by a further sum of £1,400,000, forwarded within the past three weeks. Of this latter total, £320,000 had already arrived out at the date of the last advices, yet the rate of exchange showed no improvement, the quotation being still 105½. All the leading bankers in that city as well as the principal firms here are perplexed at this result. The apparently anomalous remittances in January and February were in some measure accounted for—after a variety of futile explanations had been attempted—by the rush of our people to purchase American securities at what they believed to be greatly depreciated prices, but since that time their operations are believed on the average to have tended rather the other way. With the cotton season closed and little produce to come forward except grain, flour and salted provisions, the fact that under these circumstances we are still remitting bullion at the rate of more than a million and a half a month may well excite surprise. The value even of the enormous quantities of breadstuffs we are receiving from New York cannot be estimated at more than about £1,300,000 per month, and, as the American importation of our goods—although greatly reduced—has still continued during the present year at a monthly rate of at least £1,000,000, the existence of a very adverse balance seems now inexplicable. But of course there must be a satisfactory reason for it, and a little reflection will show where it lies.

For years past we have acted as bankers for America in nearly all her transactions with the East, and partially also in those with the continent, Australia, and elsewhere. When a merchant in America sent orders to China or India, he would direct the bills for the amount to be drawn upon his correspondents in London, and to provide for this liability he would remit bills or specie to our market. Hence there was a steady flow hither of California gold, and the rate of exchange at New York was nearly always in favor of England. But it now appears that since January there has been a remarkable suspension of American orders to the East, as well as to the continent of Europe, and consequently that the claims on London falling due from those quarters on American account, must for some time be unusually small. The Americans not having to provide for such claims have been enabled to instruct us to remit to them in specie those amounts we should otherwise have had to retain in preparation for payments to other parties on their account. Thus, while their rates of exchange have been rendered most unfavorable to us, those between China and England and the Continent and England have been advantageously influenced. With this solution, we can understand how it is that since the beginning of January we have parted with £6,000,000 of gold to America, instead of receiving from her a certain amount, as under normal circumstances we should have done, and that the bank bullion, nevertheless, stands at this moment almost exactly as high as at that period. We shall at the same time be relieved of such disquiet as may have prevailed from the many statements circulated as to the nature of the American drain and the predictions as to its consequences. Sound observers could see from the first that, practically, there could be no long continued injurious draft upon our resources from that quarter.—*London Times.*

New York and Harlem Railroad.

In reply to the statement in some of the city journals that the Harlem Railroad Company had made an assignment, and was to be re-organized, the company has thought proper to make the following explanation. It appears that the new mortgage contains no stipulations not usual in railroad mortgages, and that the stockholders are in no worse condition than before its issue:

NEW YORK AND HARLEM RAILROAD CO.,
PRESIDENT'S OFFICE, NEW YORK, June 25, 1861,

Some erroneous statements having appeared in the newspapers in reference to the condition of the Harlem Railroad Company, and particularly in regard to an issue of new bonds, I deem it proper to make a statement of facts.

Since the year 1857 some of the unsecured bonds of the company have matured, the amount now due and to become due within the next five years, being $300,000. To take up these bonds and to protect all parties in interest, the Board of Directors have decided to issue new bonds of the company to the amount of five hundred thousand dollars, secured by a mortgage upon the road, rolling stock and all the real estate lying north of Forty-second street. This will be a fourth mortgage. A considerable amount of city property, between Forty-second and Forty-fourth streets, and not embraced in prior mortgages, is covered by the new mortgage. The bonds thus to be issued are to be exchanged *at par* for the overdue bonds, so that there will be no increase of the debt, the operation being merely to substitute ten years' bonds for those already due. The remainder of the issue will be appropriated to secure the small floating debt and to the extension of the city track through Madison avenue. The terms of the new mortgages are similar to those of the third mortgage. There is no assignment to trustees. Three trustees are named, as is usual in railroad mortgages, for the protection of the mortgage security. No arrearages of interest remain unpaid on the bonds of this company. The interest on all the bonds, secured and unsecured, has been fully and punctually paid, and the road for the past three years has earned, and now earns, sufficient to pay its expenses and the interest on all its debts; but, it is utterly impossible for the company to pay the principal of the unsecured bonds.

Though the gross receipts may be somewhat diminished as compared with the past year, in consequence of the existing war, yet the good condition of the track and rolling stock allows the expense to be decreased, so that the net revenue will probably not be impaired. When the present Board took possession of the road, in 1857, the track and rolling stock were very much out of repair, and large outlays have been made in renewing them; being now in good condition, a more moderate expenditure will keep them up.

In authorizing the new issue of mortgage bonds, to take up those which have become due, the Board has deemed that the interest of all parties would be best secured and protected.

ALLAN CAMPBELL, President.

Baltimore City Passenger Railway.

A meeting of the proprietors and stockholders of the City Passenger Railway Association has been held to elect a President and Directors for the ensuing year. It is said that two tickets were placed in nomination. The following, of which a majority are citizens of Baltimore, were elected: President, Henry Tyson; Directors, Jonathan Brock, J. W. Randolph, John W. Walker, Wm. Chestnut, A. W. Markley and C. S. Grove.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	—	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,586	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	140
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,033	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,506	8	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,027	—	.....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
30 Sep. '60	61.3	1.0	63.8	—	29	72	368	New York and New Haven	5,330,486	*	—	3,000,000	2,104,000	19,889	.....	117.4	.....	1,049,768	416,251	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,006	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	.....	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
-- -- '59	154.2	—	—	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jnn. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,080	8,701,823	210.0	.....	1,233,708	458,141	....	55
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	125,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,269,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	35½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	60
-- -- '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	65½
-- -- --	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	206.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	....	201.5	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	966,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	.....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	—	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,584	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	871,122	—	.....
-- '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	228,640	—	.....
31 Mar. '59	206.0	—	....	206.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
31 Aug. '60	53.7	—	....	135.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	249,969	108,454	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	39½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	844,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	110
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	—	120.7	—	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	100
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,611	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	—	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,362	888,254	—	112½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	43
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	12
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,842	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,629	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,208,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,616	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,192,269	*	—	997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,299	12	116
30 Nov. '59	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,798,141	*	—	657,351	1,006,800	435,655	.....	60.2	.....	162,155	66,453	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
1 Mar. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,622,556	*	55,000	1,157,800	340,000	1,766,235	1,760,562	53.0	.....	255,236	107,321	6½	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
30 Sep. '59	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	—	—	—	Warren	1,625,312	*	—	1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5½	.....
30 Nov. '59	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15 344	8,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
				140.0				NEW YORK.													
30 Sep. '60	—	—	—					Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—					—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.		—
30 Sep. '60	38.3	—	44.0	—				Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	8½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	319,700	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	32
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	23
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10
30 Sep. '60	6.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	895,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E.	22,047	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,613	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,256	—	—
31 Mar. '59	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	91
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,985	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
30 Apr. '59	109.2	79.4	—	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	23½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,128	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	81
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,006	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	11½
30 Sep. '60	52.6	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	16	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,287	208,713	6,346,800	65.7	232,650	389,622	212,969	—	6½
31 Dec. '60	331.1	28.1	391.7	—	206	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,982,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,557	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	3,812,546	858,597	—	33
31 Dec. '59	23.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	23.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,236,597	471,712	6½	82½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	—
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910 655	1,727,161	18,155,116	467.5	1,948,601	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	---------	---------	---	---	---	---	---	---
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	---------	1,355,700	54.0	---	---	---	---	---
30 Sep. '59	9.2	15.3	14.9	—	---	---	---	Schuylkill Valley	573,616	*	—	568,150	---------	---------	573,616	24.5	---	34,501	29,604	3½	---
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,437	95,888	363,004	864,450	789,970	60,821	1,724,227	---	---	96,227	54,582	---	---
31 Dec. '59	148.0	—	20.0	140.0	---	---	---	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	---	114,126	61,848	---	---
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	---------	---------	29.6	---	83,072	47,007	6	---
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	---	125,597	4,502	—	---
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,060,314	*	—	1,500,000	2,200,000	293,595	---------	78.0	199,878	238,420	860,339	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	---------	2,158,000	50.0	147,231	208,439	96,571	5	---
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	---------	13.6	23,514	23,005	1,278	---	---
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	---	---	---	—	---
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	---	---	---	—	---
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	---------	---------	109.6	---	283,263	151,536	6	---
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	---------	---------	49.3	---	---	---	—	---
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	---	341,190	125,871	---	---
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	---------	---------	200,000	22.5	---	---	---	5	---
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	---------	575,729	32.0	---	27,568	8,527	—	---
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	---	220,014	96,145	—	---
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	---------	---------	---------	---------	2,643,833	---------	---------	---	---	1,499,636	701,943	7	---
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	---------	---------	---------	---------	---------	---------	---------	25.1	---	---	---	—	---
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	---	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	---	29,967	19,187	—	---
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	---------	30.0	29,845	9,359	7,486	—	---
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	---------	140.0	---	318,718	187,466	—	---
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,284	—	536,654	1,902,000	390,407	---------	130.3	150,142	297,806	3 149,167	—	---
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	---	1,635,096	873,597	—	---
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	---------	---	---	---	---	—	---
1859	100.0	—	30.6	55.8	---	---	---	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	---------	---------	---	---	---	---	—	---
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	---------	59.4	69,870	177,256	60,029	—	---
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	---------	47.4	54,175	83,129	44,666	—	---
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	---------	34.2	30,065	23,808	13,892	—	---
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	---------	---------	159.0	---	734,118	337,384	6	---
1859	----	—	----	—	---	---	---	Nashville and Northwestern	---------	---------	---------	---------	---------	---------	---------	---	---	---	---	—	---
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	---------	45.8	57,950	127,953	87,243	—	---
1859	30.0	—	0.6	8.0	---	---	---	Winchester and Alabama	---------	---------	---------	216,962	413,000	408,477	---------	30.0	---	1,248	---	—	---
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'rdo	---------	---------	---------	---------	---------	---------	---------	32.0	---	---	---	—	---
— — '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	---------	---------	---------	---------	---------	---------	---------	56.0	---	---	---	—	---
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	---------	---------	275 000	240,000	177,532	---------	50.0	31,300	32,670	---------	—	---
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	---------	70.0	102,200	282,846	196,568	—	---
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	---------	---------	---------	---------	---------	---------	---------	25.0	---	---	---	—	---
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	---------	---------	---------	---------	---------	---------	---------	28.0	---	---	---	—	---
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	---------	---------	90.7	122,200	187,646	64,619	—	---
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	479,119	6,385,045	119.6	349 440	334,368	113,318	—	---
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	---------	---------	---------	62.0	142,839	150,318	30,288	—	---
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	---
31 Aug. '60	47.0	—	2.8	—	---	---	---	Vermont and Canada	1,350,695	---------	---------	1,350,000	---------	---------	1,380,695	ope	r. by Vt.	Central	.....	—	90
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	---------	---------	23.7	47,950	45,930	8,522	—	---
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	---------	1,083,500	ope	r.b.Troy	& Bost.	55,858	---	---
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	---
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	---------	113.7	703,034	136,302	43,062	—	---
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	---
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	---------	---------	103.5	345,427	248,004	loss	—	---
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	---------	---------	---------	2,063,655	2,517,500	590,056	---------	167.7	270,846	450,427	222,214	—	---
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	---	410,166	201,344	—	---
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	---	326,554	213,852	7½	---
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	---------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	---------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	---------	---------	23.7	12,542	---	---	—	---
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	---	240,446	121,053	7	---
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	23,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	---
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	---------	32.0	30,000	49,971	14,469	—	---
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	---------	55.0	---	---	---	—	---
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	---------	---------	---------	10,872,000	10,414,066	996,587	22,282,653	199.8	---	492,454	---------	—	---
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	---
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	---------	---------	---------	42.0	10 mos.	60,066	---------	—	---
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	---------	7,500,000	234.4	---	883,186	439,943	—	14
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	---------	---------	345,861	132,000	---------	---------	50.0	---	121,401	---------	—	---
1 Jan. '58	104.0	—	----	38.8	---	---	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	---	213,964	31,045	—	---
— — '58	10.0	—	----	55.0	---	---	---	Wisconsin Central	600,000	---------	---------	---------	---------	---------	operated	by	Fox Riv	er Vall.	---------	—	---
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	---------	---------	—	---
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	---------	---------	---------	---------	---------	---------	---------	81.0	166,245	---------	---------	—	---
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	---------	---------	---------	---------	---------	---------	---------	48.0	---	---------	---------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	123.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	---------	---------	357.0	1,360,900	---------	---------	3	---
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	---------	---------	---------	---------	---------	---------	---------	24.0	37,081	---------	---------	—	---
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	---------	---------	---------	---------	---------	---------	---------	96.6	254,530	---------	---------	—	---
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	---------	---------	---------	---------	---------	---------	---------	54.0	89,222	---------	---------	—	---
— — '59	25.0	—	----	—	4	—	57	Welland	---------	---------	---------	---------	---------	---------	---------	25.0	---	---------	---------	—	---
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	328,164	—	4,451,012	—	—	4,451,012	108.0	123,633	116,225	41,985	—	---
31 Dec. '60	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	---	---------	---------	—	---
								NOVA SCOTIA.													
— — '59	61.5	—	----	60.1	---	---	----	Nova Scotia	---------	---------	---------	---------	---------	---------	---------	61.5	---	---------	---------	—	---
								NEW GRANADA.													
1 Dec '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	---	1,550,878	1,936,131	12	102

New York Stock Exchange.

Sale Prices for the week ending July 3, 1861.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3.
Federal Stocks:—						
U. S. 5s, 1874	77	79	----	76	76¼	----
U. S. 6s, 1881	84	85¼	85¼	85	85¼	85¼
State Stocks:—						
California 7s	77	78	----	----	----	74¼
Georgia 6s	56	56½	----	58	57	58
Illinois 6s	----	----	----	----	----	----
Indiana 5s	----	----	----	----	----	76
" 2½s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	72	72
Louisiana 6s	54	54	53½	50	51¼	51½
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	83	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	38½	38½	38	38	37½	38
New York 5s, 1870	----	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	50	50	50	48	49¾	50
Ohio 6s, 1886	88	----	----	88	----	----
Tennessee 6s, 1890	37½	38	38	37	37½	38
Virginia 6s	41½	42½	43	44	46	46
Railroad Shares:—						
Chicago, Burl. and Q.	56	55	----	55	56	----
Chicago and Rock Isl.	34½	35½	35	34½	34½	34½
Chicago and N.West.	----	----	----	----	----	----
Clev., Painesv.& Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	23¾	24½	24	24½	24	23¾
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	60	61	60½	61½	60½	60⅞
Hudson River	32½	33	33	32	33	----
Illinois Central (scrip)	66	66	66½	67½	66	65
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	43	44	44½	44½	43½	43
M. S. and N. I. guar'd,	26¾	27½	27	27	26½	26
M. S. and N. I.	12¾	11½	12½	12½	12	12
Mil. and P. du Chien	----	----	----	----	----	----
New Jersey Central	----	----	----	112	----	----
New York Central	73½	74	74	74½	73⅝	73½
New York and Erie	23	23	23	23	23	23
N. York and Harlem	9½	10	10½	10½	10½	10
N. Y. and H. "pref."	23	24	24	24	23½	----
Panama	104	107	----	107½	106	----
Phila. and Reading	33	33½	33	33½	33	33
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	----	----	----	36	36	----
" " 2d M.	----	----	13	----	----	13
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c.'85	----	----	76	----	----	----
D.L.&W.1M.8p.c.'71-5	96	----	----	----	----	----
" 2M.8p.c.'81	----	----	----	----	----	----
Gal.and Ch.1M.8p.c.'63	----	----	----	----	----	----
" 2M.8p.c.'75	----	----	----	----	99¾	----
Hann. & St.J. 1 M. 8s	32	----	----	----	----	----
Hudson R. 1M.7p.c.'69	104	104	103½	----	103½	----
" 2M.7p.c.'60	----	----	----	----	----	----
" 3M.7p.c.'75	----	----	----	----	----	----
Illinois Centr.7 p.c.'75	90	90	90	89½	89¾	89½
" " 6p.c.'75	90	90	90	89½	89¾	89½
L. Erie & Wab. 1 M.	----	----	61	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich.Cen.S.F.8 p.c.'82	91¾	----	----	91¾	----	----
" conv.8p.c.'69	----	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	50	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
N.Y. C. 6p.c. certif.'83	----	----	----	----	----	96
" 1 M. 7 p.c.'64	96	----	----	----	96	----
N.Y.&E. 1 M. 7 p.c.'67	101¼	----	----	----	101¼	----
" 2 M. 7 p.c.'64	----	----	----	----	----	97
" 3 M. 7 p.c.'83	83¼	----	----	----	----	----
" 4 M. 7 p.c.'80	81½	----	----	----	----	----
" 5 M. 7 p.c.'83	----	----	----	----	----	----
" conv. 7p.c.'62	----	----	----	----	----	----
" " 7p.c.'71	----	----	----	----	56	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7p.c.'73	----	----	----	----	----	----
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Penn. 1M.7p.c.conv.'88	----	----	----	----	----	----
" 2 M. 6 p.c.st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c.'60	----	----	----	----	----	----
" " 6 p.c.'70	----	----	----	----	----	----
T. H. and A. 1M. 8s '72	----	----	----	----	----	----
" " 2M. 8s '70	----	----	----	----	----	----
Bank and Insurance Stock:—						
Am. Exchange Bank	75	----	----	----	----	----
America, Bank of	----	----	----	----	----	----
Commerce, Bank of	----	----	----	----	----	----
Merchants' Exch. B'k	----	----	----	----	----	----
Mercantile (Mar.) Ins.	----	----	----	----	----	----
Commonwealth Bank	----	----	----	----	----	----
Metropolitan Bank	78	----	----	----	----	----
Mining Stock:—						
Pittsburg	----	----	----	----	----	40
Rockland	----	----	----	----	----	12
Minnesota	----	----	----	----	----	61
Isle Royale	----	----	----	----	----	6
Miscellaneous:—						
Del. and Hud. C. Co.	----	----	----	----	80	----
Cumberland Coal Co.	4½	5	----	----	4½	----
Penn'a Coal Co.	76	----	----	----	----	78½
Pacific Mail S. S. Co.	66	67½	69	69	69¾	69
Canton	----	9½	----	----	8½	----
Brooklyn Water W's.	100	----	100	----	----	----

The following are the closing prices in the London Market on the 22nd June:

United States 5 p. c. red. '74	71	to	73
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	82	to	84
Do. $100 shares, all p'd.	58	to	61
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	80	to	82
Do. do. 1st mortgage (sinking fund), 1883	88	to	90
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	14
New York Central, 6 per cent. (sinking fund) 1883	82	to	84
Do. 7 per cent. 1864	87	to	90
Do. 7 per cent. (sinking f.) 1876.	90	to	92
Do. $100 shares	67	to	69
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	20⅛	to	21⅛
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	81	to	83
Do. 2d mort. 6 per cent. sterling	80	to	82
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, July 6, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Money and Business.

The table in the adjoining column will show the fluctuations of the Stock Market during the past week. We gave last week, and the week previous, a list of dividends declared by the different railroad companies, and when and where payable, and the same in reference to the payment of interest upon railroad, city, county and State bonds. This list is continued in the present number; and although a little behind time, is still valuable for future reference. The Banks and Insurance Companies have also declared their usual dividends. With two or three exceptions, noted below, the interest upon Southern Stocks and bonds has been withheld. Virginia paid the interest upon her sterling bonds held abroad; Florida, upon her bonds hypothecated in this market. The State of Kentucky, and the City of Louisville, have paid. So, also has the City of Mobile. The interest upon the bonds of St. Louis County has been met, together with the bonds of Missouri issued to the Hannibal and St. Joseph Railroad. In view of this, the Board of Brokers voted Monday that all Southern Stocks be sold hereafter at the Board, July interest on—the following being exempted from the rule: the bonds of Kentucky, the bonds of Missouri issued to the Hannibal and St. Joseph Railroad Company, and also those of Louisiana, which, being always paid at New Orleans, the Board deemed it wise to sell interest off.

General produce is rather heavy, and foreign shipments continue. The shipments of domestic produce for the fiscal year are by far the heaviest in value ever reported, and the largest increase has been made since the commencement of our political troubles. The business doing in imports and domestic commission goods show a slight improvement.

The rates of exchange for the European Steamer of Wednesday advanced to 106½ and 106¾, owing to the extra demand, on account of the July dividends on American securities collected for European holders.

We understand that notwithstanding the report in circulation that the Attorney General of Pennsylvania had forbidden the payment of interest on Philadelphia securities to individuals in the seceding States, the Treasurer is paying to all without any inquiry as to their residence.

Efforts have been made to induce the Secretary of the Treasury to modify the circular issued to the Treasury department in this city in reference to the July coupons on the Texas Indemnity 5 per cent. loan of 1865—but so far without success.

It is asserted officially that no irregularity exists in the accounts of the late treasurer of the New York Central Railroad, whose decease was announced on Tuesday.

The coupons due July 1st, on the mortgage bonds of the Long Island Railroad Company, will be paid at the City Bank of Brooklyn.

The coupons due July 1st, on the bonds of the City of Brooklyn, will be paid at the Long Island Bank in that city.

The coupons of the Evansville and Illinois Railroad Company, due 1st July, will be paid at the office of the Farmers' Loan and Trust Company, 56 Wall St.

The Hartford and New Haven Railroad Company, have declared a semi-annual dividend of $3 per share, payable to the New York stockholders, at the Union Bank in this city.

The State of Ohio has placed in this city the money required to pay the 1st of July interest on her Public Debt. It will be borne in mind that all dues on this account not applied for at the State Agency in New York, No. 25 William street, by the 15th July, will be returned to Columbus, to be disbursed on the application of stockholders, from the State Treasury direct.

The New York, Providence and Boston Railroad Co., has declared a dividend of two per cent., payable at the office of M. Morgan & Sons, No. 37 William St.

The Nassau Bank will pay the interest coupons due July 1, on the bonds of Muskingum County, and City of Zanesville, Ohio.

Messrs. Gilman, Son & Co. state that they are informed by telegraph that funds will be provided for the payment of the July coupons of the bonds of Fulton County, Illinois, though remittances may be delayed a few days after the first.

The Treasurer of Philadelphia announces that he is ready to pay the city loans maturing July 1, and also the semi-annual interest on the funded debt of the city.

The dividend of 5 per cent. declared by the Buffalo and State Line Railroad Co., is payable on the 15th of August next, not on the 15th of July, as stated last week.

The coupons due 1st July, 1861, on $400,000 first mortgage bonds of the Sacramento Valley Railroad Company, will be paid at the office of Schuchardt & Gebhard.

The deferred February coupon on the first mortgage bonds of the Wabash Valley Road (Lake Erie, Wabash and St. Louis Company) will be paid at the Bank of the Republic.

The interest coupons of the third mortgage bonds and bonds of 1872, of the New York and Harlem Railroad Co., due July 1, will be paid at the Treasurer's Office, corner of 4th Avenue and 26th Street.

The interest due July 1, on bonds of the Lackawanna and Bloomsburg Railroad Company, will be paid at the Mercantile Bank.

The following bonds and coupons, due July 1, are paid at the office of Duncan, Sherman & Co.: Chicago City bonds; Chicago City coupons, municipal; Chicago City coupons, water; Albany City bonds; Albany City coupons; Utica City coupons; Detroit and Pontiac Railroad coupons; Atlantic and Great Western Railway coupons; Buffalo and State Line Railroad coupons; Buffalo City coupons; Buffalo City bonds; also interest on New York State 5½ and 6 per cent stocks.

The Paterson and Ramapo Railroad Co. have declared a dividend of 2 per cent.; also, the Paterson and Hudson River Railroad Co., a dividend of 4 per cent., both payable at the offices of the Treasurers in Paterson.

The interest on the State Debt of Illinois is paid by the American Exchange Bank.

The July interest on the County debt of St. Louis County, Missouri, has been deposited with the Bank of Commerce.

The interest on the bonds of the State of Kentucky, and City of Louisville, due July 1, will be paid at the Bank of America.

The interest on the debt of the City of Mobile is paid by the Merchants Bank.

Messrs. Meigs & Smith pay the interest on the debt of Florida.

National Finances.

Various schemes are now before the public, having for their object, the replenishing of the Government treasury and, incidentally, the relief of the country at large from the present financial embarrassment. Secretary Chase is not destitute of advisers; but we conceive it to be no light task to determine from the multitude of them the one that is the wisest, or the plan that in actual trial will result the best; nor do we envy the responsibilities that rest in the execution of this important trust.

The great object to be kept in view is the preservation of the Government credit. A perpetual borrower is apt, in time, to lose his credit, and therefore his ability to borrow. In proportion as the want is created, the ability decreases. A man's credit is never so good as when his neighbors know that there is no occasion, and that he does not wish to borrow; and as it is with individual, so is it with government credit—the difference being rather in favor of the individual than the Government; for an individual may excite sympathy, and so gain as a favor that which he cannot pay for; but this is never the case with a government. The raising of the necessary funds with the least sacrifice of the public credit, is perhaps the only *legitimate* object which the Treasury department should have in view; but it is maintained that another good may be secured, which, while preserving the public credit and providing the necessary funds, will also furnish a currency, or an equivalent, uniform throughout the States, to take the place of the depreciated money which is now extensively in circulation at the West, and which adds embarrassment to the already prostrated business interest of the country.

One scheme proposed is the establishment of a United States Bank, which, while giving an uniform currency, and relieving business, will also lend to the Government sufficient to carry it through its difficulties. This, however, we do not believe will be approved. The opposition made to the old United States Bank would be likely to revive, and it would receive the additional opposition of the now numerous petty banks and bank stockholders scattered throughout all the States.

Another scheme is the issuing of small Treasury notes based upon a deposit of specie, equivalent to 25 per cent. of the amount issued, and the balance 75 per cent., in United States bonds. Backed by the government credit, it is thought that these would be received in general circulation, and the specie deposit would be sufficient for the redemption of those presented. Direct taxation is also urged by some; but this is generally obnoxious; it would create a vast body of office holders necessary to collect the revenue; and while meeting the demands of the Government, it still would do nothing towards furnishing a national currency.

A writer in the New York *Times* suggests the raising of "twenty or thirty millions in 20 years' stock, interest at 7 per cent., to be retained in coin as a specie basis; four hundred and seventy millions in Treasury notes of five dollars and upwards, redeemable at pleasure, bearing interest at the rate of seven per cent. per annum; payable yearly, on presentation of certificate at certain banks located at the principal cities of the Union: convertible into stock having 20 years to run from the passage of the act, at the option of any holder of $500 and upwards (when the interest is paid, the payment is to be stamped upon the back of the note) and to facilitate their use as currency, *custom* can establish that periods of three months only shall draw interest. Coin to be demanded of them only at the offices of the Sub-Treasuries, and from thence to be re-issued; and to be used by the Government in payment of every due or purchase whatsoever. Or, two hundred millions in notes, three hundred millions in stock, to be issued at par only."

The fact that these notes bear interest, and are convertible into stock in sums of $500, would tend to make them sought after as investments for small sums as well as large, and would also in time come to be used as deposits with the State Comptrollers by the Banks themselves in order to secure their own issue. One of the evils under which we are at present suffering, arises from the fact that a great variety of securities are received by the various States as security for the bills issued by the Banks organized under their respective laws: thus the Banks of Illinois secured by Southern State stocks, are affected disastrously by the depreciation of those securities in the New York market; and what has now taken place in reference to these Banks, may take place at any future time in reference to other Banks secured in a similar manner.

The issue of small notes, of $5 and upwards, bearing interest at 7 per cent., would tend, we think, to make them desirable to thousands as a means of laying up money, who now never attempt to save or accumulate. The laborer with a five dollar Treasury note in his pocket, the mechanic or the clerk with twenty-five, has a *productive* fund, which while it lays idly in his pocket is yet making for him a profit, and continuing to pay him for his past labor; he is thus stimulated to economy, perseverance, and renewed industry; he becomes with age a greater man, a better citizen, and a much stronger support to the Government itself. It seems to us that there is also a justice in having a circulating medium which will bear interest payable to the bearer. Now the Banks make the interest, and get a premium for circulating their own notes. We do not object to the Banks doing this. We think the Banks should be allowed to sell their bills to the highest bidder, and the fact that they sell at all is proof that they are wanted; but if a circulating medium can be made to bear interest, we see that manifest good is likely, in many cases, to be the result.

What plan will finally be recommended to Congress by Secretary Chase, we, of course, have no means of judging. Certain it is that the country needs all the financeering ability it possesses; and we hope the end will prove the wisdom of the means adopted.

Locomotive Performances on the Illinois Central Railroad for May, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for May, 1861, from which the following is compiled:

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. trains.	32,093	26,892	25,216	84,201
" freight "	31,799	12,847	25,285	69,931
" other "	14,044	9,692	7,111	30,847
Tot. miles run.	77,936	49,431	57,612	184,979
RUNNING EXPENSES.				
Lbs. of waste.	814	669	637	2,121
Gallons of oil.	563	496	385	1,444
Cords of wood	928	1,132	508	2,568
Tons of coal..	839	.....	974	1,812
Cost of wages.	$3,107	$2,101	$2,290	$7,497
" repairs	4,720	4,136	5,186	13,941
" stores.	468	408	329	1,206
" fuel ..	5,388	4,530	3,978	13,897
" cleaning engines.	471	357	360	1,189
Total cost ...	$14,154	$11,532	$12,143	$37,830
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, and tallow.	0.60	0.82	0.57	0.65
For repairs ..	6.05	8.36	9.00	7.52
For fuel	6.91	9.16	6.90	7.59
For wages ...	3.96	4.25	3.97	4.05
For cleaning .	0.64	0.72	0.62	0.64
Total	18.16	23.32	21.07	20.45
AVERAGE MILES RUN.				
To 1 c'd wood	47.84	43.65	49.48	46.99
To 1 ton coal.	41.58	.....	36.62	39.10
To 1 pt. of oil.	17.31	12.45	18.70	16.01
Average number cars per trip	12.92	9.82	10.14	11.22

NOTE.—The above oil includes that used in head-light and lamps of engineers.

Wood is rated at $4.00 per cord; coal, $2.00 per ton, loaded on tenders.

Average cost per mile of passenger engines..17.70
" " " " " freight " ..23.84
" " " " " construction " ..21.08
" " " " " switching " ..21.11
" " " " " freight engines using wood for fuel.....31.43
Average cost per mile of freight engines using coal for fuel.....18.30

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending June 15th, 1861, were.....$66,025 84
Corresponding week, 1860..... 54,105 50

Increase.....$11,920 34
Tot. traffic from July 1, 1860, to date,$3,332,663 53
Corresponding period, 1859 ..... 2,795,805 22

Increase.....$536,858 31

The earnings and expenses for May, 1860 and 1861, of the Watertown and Rome Railroad, were as follows:

	1860.	1861.
EARNINGS.		
From Passengers	$10,056 94	$9,752 35
" Freight	18,534 78	20,240 96
" Miscellaneous	2,862 06	2,116 91
Total	$31,453 78	$32,120 23
EXPENSES.		
Maintaining road	$9,063 65	$5,350 24
Repairs of machinery	2,283 07	2,350 24
Operating road	7,116 18	8,983 87
Overcharges refunded	45 95	30 05
Total	$18,478 85	$17,511 23
Net	$12,974 93	$14,809 00

The earnings of the Cincinnati, Wilmington and Zanesville Railroad in May were $13,685 84; and the expenses $12,544 43.

The following are the earnings of the Great Western Railway of Canada for the week ending June 21, 1861:

Passengers.....$16,365 45
Freight and live stock 14,209 58
Mails and sundries 1,406 88

Total.....$31,981 91
Corresponding week of last year..... 29,310 00

Increase in 1861.....$2,671 91

Michigan Central Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell, and J. M. Forbes, of Boston; Elon Farnsworth, of Detroit, and Erastus Corning, D. D. Wilkinson, and George F. Tallman, of New York.

Buffalo and State Line Railroad.

The following gentlemen were elected directors of company on the 25th ult.: George Palmer, Alanson Robinson, Henry L. Lansing, Buffalo; Dean Richmond, Batavia; Joseph Field, Rochester; James S. Wadsworth, Genesee; Charles L. Lee, Silver Creek; George W. Patterson, Westfield; William Keep, Lockport; John Wilkinson, Hamilton White, Syracuse; Daniel Drew, Nathaniel Marsh, New York.

Halifax and Quebec Railway.

We have seen a letter from Mr. Nelson, of London, who says that in a few days Lord Elgin (formerly Governor General of Canada) would bring the subject of the Halifax and Quebec Railway before the House of Lords.—*St. John News.*

New York and New Haven Railroad Company.

The following is a comparative view of the receipts and expenses of this company from April 1st 1852, to April 1, 1861:

April to April.	Total Receipts.	Proportion paid Harlem R. R. Company.	Earnings of the New York & N. Haven R. R. Company.	Current Expenses.
1852 and 1853.				
Passengers	$666,283 19			
Freight	120,315 42			
Mail, express, etc.	20,005 53			
	$806,604 14	$67,170 06	$739,434 08	$418,372 87
1853 and 1854.				
Passengers	$776,250 03			
Freight	141,550 42			
Mail, express, etc.	34,249 53			
	$952,049 98	$76,526 55	$875,523 43	$504,059 54
1854 and 1855.				
Passengers	$760,186 19			
Freight	150,280 69			
Mail, express, etc.	45,691 67			
	$956,158 55	$73,415 76	$882,742 99	$547,131 60
1855 and 1856.				
Passengers	$744,238 31			
Freight	167,254 45			
Mail, express, etc.	46,782 23			
	$958,274 99	$73,968 41	$884,306 58	$545,428 78
1856 and 1857.				
Passengers	$814,542 55			
Freight	192,580 78			
Mail, express, etc.	49,910 81			
	$1,057,034 14	$85,326 14	$971,708 00	$547,743 74
1857 and 1858.				
Passengers	$724,104 72			
Freight	151,143 42			
Mail, express, etc.	57,301 92			
	$932,550 06	$77,550 26	$854,994 80	$600,425 92
1858 and 1859.				
Passengers	$686,724 42			
Freight	172,810 62			
Mail express, etc.	49,625 42			
	$909,160 46	$80,468 51	$828,691 95	$512,859 38
1859 and 1860.				
Passengers	$776,961 21			
Freight	189,144 70			
Mail, express, etc.	66,525 06			
	$1,032,630 97	$86,496 11	$946,134 86	$548,727 53
1860 and 1861.				
Passengers	$790,789 53			
Freight	162,167 29			
Mail, express, etc.	65,111 34			
	$1,018,068 16	$92,992 40	$925,075 76	$599,602 20

The Whitworth Gun.

Whitworth's guns were tested at Southport, near Liverpool, on the 15th and 24 of April last. Four of his guns were tested. Two were three-pounders, the guns weighing only 208 pounds. One was a twelve-pounder—the calibre of the guns just received at Washington. The London *Illustrated News* says, of the three-pounders, they shot *five miles and a half!* This range the London *News* says, was greater "than that of any gun of any calibre that had before been tried, not excepting any made by Sir William Armstrong. He on one occasion succeeded in throwing a 32 pound shot 5 miles and 330 yards—a range which neither he himself nor any one else exceeded until it was far surpassed by Mr. Whitworth."

The *News* thus far compares the Whitworth gun with the far-famous Armstrong gun:—

It has since been said that precision rather than range was chiefly aimed at by Sir Wm. Armstrong. It would seem likely, however, that the gun that was able to give its shot the best impetus for flight would also give it the truest impetus for precision. The statement, however, had the high authority of Mr. Sidney Herbert, who supported it in the House of Commons by giving what must be taken to be the best results in precision obtained by Sir W. Armstrong. Out of forty shots fired with the Armstrong twelve-pounder, Mr. Herbert gave the results of fifteen, fired respectively at elevations of seven, eight, and nine degrees. And here we may contrast this mode, so often adopted in recording artillery practice, of giving the results of selected shots, with that adopted in recording the experiments at Southport. The exact result of every shot fired there has been published, without any suppression or allowance for trial or wild shots, and without any selection of a favorable per centage of the hits made. This enables any one acquainted with the subject, even though not present at the experiments, to deduce correct conclusions from them.

But to return to the account of the Armstrong twelve-pounder, which it will be interesting to compare with the Whitworth twelve-pounder, as to precision of fire as well as range. We quote

Mr. Herbert's speech made in the House on Friday, Feb. 17: "The last gun made by Sir William Armstrong, and sent to be tried, was a twelve-pounder. At 7 degrees of elevation, in five rounds, the range was from 2,465 to 2,495 yards, the difference in the range being 30 yards, and the greatest difference in width three yards." With these may be compared the practice with the Whitworth of the same calibre (twelve pounder), fired at the same elevation (7 degrees) on Feb. 21, as appears from the table below. The range was 3,078 yards to 3,107 yards, the difference in range being 29 yards, the greatest difference in width 1⅔ yard.

The range of the Whitworth at 7 degress (3,107 yards) exceeded the Armstrong at 7 degress (range 2,495 yards) by 612 yards; it, in fact, exceeded the range obtained by the latter gun at 8 degrees, and even 9 degrees, and was therefore not fixed at 8 degrees or 9 degrees.

Objections have been made to the Whitworth cannon on the score that it does not fire shell; but if, as Mr. Whitworth states, it is adapted for solid shot, and still better for shell and hollow shot filled with molten iron, the objection is without foundation. He also states that his guns are actually stronger than they are practically required to be, and may be fired, as mortars, at any elevation, and with the largest charge of powder that they can consume. This was strikingly illustrated by the practice of the three-pounder at Southport, when it was, with its carriage, elevated on a platform, and fired like a mortar at 35 degrees, without injuring it in any way. This must be ascribed to the fact that the recoil in guns firing the mechanically fitting projectiles from the polygonal bore is reduced to its minimum. The projectile is easily started; and in familar terms, soon acquires way when it is propelled through the smooth, well lubricated tube, and, as provision is made for keeping it at its Issues perfectly concentric with the bore, it is propelled under the conditions most favorable as to range and precision, and also as to recoil. The bore, as is well known, is a spiral hexagonal in section, the corners being rounded off. The pitch of the rifling, or the turn, is a rapid one.

The three-pounder is 70 inches long, and, with a bore of 1½ inches, has one turn in 40 inches, and weighs only 208 lbs. The twelve-pounder, with a bore of 3 2 inches, has one turn in 60 inches. The eighty-pounder, with a bore of 5 4 inches, has one turn in 100 inches. The quick turn and reduced bore are recognized as being the special features in the Whitworth system, both for rifled cannon and the rifled musket.

All the cannon fired at Southport are breech-loaders. The breech end of the gun is closed, when charged, by a cap screwed on something like a magnified top of a pencil case, except that, being of larger proportions, it is turned by a handle. The cap is not detached, but works in a hoop, which is connected by a hinge-joint to the breech of the gun.

The method of charging and working the gun is as follows: Two or three turns of the handle unscrews the breech-cap, which is received and supported in a hoop, and is then slung back, or rather on one side, like an opened door, leaving the breech end of the gun exposed. The projectile is then pushed in, and behind it is inserted a tin cartridge-case, containing the powder, and shaped hexagonally to fit the rifle bore. The powder is kept in the cartridge-case by a wad or hexagonal cake of lubricating material, such as a mixture of wax and tallow. In the rear end of the tin case is a small orifice corresponding with the vent, which is made in the centre of the breech-cap. The tin cartridge-case being inserted, the hinged hoop carrying the breech-cap is swung to in the door fashion, and by turning the handle, it is screwed firmly on the rear of the gun. An ordinary friction fusee is then inserted in the vent, made as stated, in the centre of the breech-cap, and the piece is discharged generally in less than a minute from the time of beginning to load, and that without any attempt at hurry.

When the piece is discharged there is no escape of gases from the breech; and when it is unscrewed and swung aside, the end of the tin cartridge-case is seized by hand, or by a suitable gripping instrument, and is withdrawn from the gun. The case thus brings away with it all the fouling deposits; and, as the barrel is completely lubricated by the lubricating wad, no sponging or cleansing by water is required; in fact the shots, as they issue, clean the gun.

Next to the gun itself, the tin cartridge-case, whose convenience and utility were strikingly manifest, was most admired. Its suitableness for storage and superiority over the old flannel bag were universally acknowledged.

It should be mentioned that, at different times during the continuance of the experiments, many military officers of high rank in our own and foreign services, and of acknowledged authority in matters relating to artillery, were present.

☞ The specie in the New York Banks on Tuesday, 2d inst., reached $45,500,000 which is 50 per cent. on their net deposits.

Camden and Atlantic Railroad.

The following gentlemen have been elected directors of this road for the ensuing year: John Brodhead, Stephen Colwell, Francis M. Drexel, A. J. Antelo, Andrew K. Hay, Joseph Porter, W. D. Bell, Jonathan Pitney, Enoch Doughty, Ellis Lewis, Joseph W. Cooper, William Schmœle, Thomas McKeen.

New Locomotive.

The Pennsylvania Railroad Company have recently placed upon their road a new locomotive of great power and finish. It was constructed at the Lancaster Works, and is intended for heavy freight trains. The driving-wheels are five feet in diameter, and the cylinders eighteen by twenty-two inches. A number of locomotives from this road have been sent South, for military use below Washington.

Traveling Slipway for Railroad Ferry.

Before the British Institution of Civil Engineers, April 16, 1861, the subjoined paper was read "On the Floating Railway across the Forth and Tay Ferries," by Mr. Wm. Hall, Assoc. Inst. C. E.

The works described in this paper were undertaken in connection with the Edinburgh, Perth, and Dundee Railway, for the purpose of establishing an unbroken communication between Edinburgh and the country north of the Tay, by which goods (and even passengers, if required) could be conveyed across the ferries, without removal from the wagons.

One of the chief difficulties which had to be overcome arose from the difference in the levels of low and high water, averaging 16 feet at spring tides. Several plans were proposed; among others, hydraulic and steam cranes, to lift or lower the wagons, but it was considered that this would be too slow a process, as well as be liable to damage the wagons. Another design proposed girders 100 feet in length, having one end hinged on shore, and the other attached to a floating caisson, to rise and fall with the tide; but, owing to the exposed situation, this would have rendered necessary the construction of costly protecting piers and jetties.

The works actually carried ont at the Forth Ferry consisted, on the east or sea side of the piers at Granton and Burntisland, of a slipway, having an inclination of 1 in 6, and constructed of solid masonry. Rails were laid upon this slipway, on which traversed a heavy platform, of a wedge shape, the upper surface being always horizontal. This platform was 65 feet in length and 21 ft. in breadth, and was formed of a wooden framework, having four main longitudinal timbers, into which rails were sunk. The platform rested upon 24 cast-iron wheels, each 30 inches in diameter, with a flange cast on the middle of the rim, so as to allow the wheels to bear evenly on both sides of the rails. To the sea end of this traveling platform were attached girders, by means of universal joints, four wrought-iron trough girders, for spanning the distance between the platform and the stern of the vessel. The girders were raised or lowered, as required, by two powerful winch crabs, placed on a staging elevated above the platform, at about the middle of its length. The two chains, one on each side, for lifting the girders, were passed round the barrels of the crabs, and thence over two derricks to the ends of the girders, counterbalance weights being attached to the other ends of the chains. To provide for the safety of the platform, in the event of the fracture of the hauling chain, two lines of racks were laid along the surface of the slipway, into which worked pawls, attached to the axles of the wheels. Steel points, turning on hinges, were attached to the ends of the girders and also to the pier ends of the main timbers of the platform, to prevent an abrupt transition of the wagons to or from the vessel. Each of the universal joints, by which the girders were attached to the platform, consisted of a bolt or pivot, 3½ inches in diameter, the middle of which was ball-shaped, and worked in a corresponding portion of a cup or socket. This socket was circular, and was made in two parts, having a projecting collar and flanges, which were clipped by, and were bolted to, the plates fixed to the main timbers of the platform. The socket was shaped in a radial form, to allow the pivot full play, and to permit of the ends of the girders moving 3 feet on each side. By these means, a range of position was obtained to the extent of 6 feet, to compensate for the pitching or rolling of the vessel.

A stationary engine of 30 H. P., similar to a locomotive with the wheels removed, was fixed on the quay, for raising or lowering the platform, and for drawing the wagons off the vessel. On the crank shaft of the engine was fixed a pinion, working into a wheel, on the shaft of which were three winding drums, one placed in the middle of each line of rails, and one in the centre of the intermediate space. The winding drums were 2 feet 10 inches in diameter, with flanges, on the periphery of which wood was bolted, and round which there was a wrought-iron friction band acting as a break. The speed of the engine was decreased by toothed wheels and pinions; seventy strokes of the engine giving thirty-five revolutions to the drums, and, by other intermediate wheels and pinions, three revolutions and one-fifth to the chain wheel. The weight of the platform was about 70 tons, and it was moved up and down the incline at a velocity of 18 feet per minute.

The steam vessel, named the "Leviathan," for conveying the goods traffic across the Forth, was built by Mr. R. Napier. It was constructed of iron, 172 feet long, 54¼ feet in breadth over, and 34 feet between, the paddle wheels, with 11 feet depth of hold. The draft of water, when loaded, was 6½ feet, and when unloaded, 4¾ feet. The vessel was propelled by two steeple engines, each working its own paddle, of the collective nominal power of 210 H. P. On the deck there was standage for three lines of wagons, the end ones on each line being "scotched." The description of rail used throughout was the inverted bridge rail, weighing 53 lbs. to the yard, the same as on the Granton Pier; and they were sunk into the longitudinal timbers, so as to be flush with the surface of the deck.

The works at Granton and Burntisland, on the Forth, including the slipways, platforms, stationary engines, and gearing, cost £10,000, and the "Leviathan," complete, £16,226. The working expenses for six months, ending July last, were £768 for the stationary engines and machinery, and £1,305 for the vessel.

The "Leviathan" generally made from four to five double trips, a distance each way of 5½ miles, in the day of 24 hours, and could take from thirty to thirty-five wagons at a time. During the last six months, 37,618 trucks had been so conveyed across the Forth. The time occupied in making a single trip was 26 minutes, and the operations of loading and unloading were performed in from five to eight minutes.

At the Tay Ferry, some modifications, suggest-

ed by experience, were made. The inclination of the slipway was 1 in 8, and it was formed of timbers resting upon wooden piles. The length of the ferry was only 7/8ths of a mile. The vessel, the "Napier," was 140 feet in length, 40¾ feet in broadth over, and 22 feet clear between, the paddle wheels; and she was propelled by a pair of oscillating engines of 112 H. P. There were two lines of rails on the deck, with standage for fifteen wagons. The vessel made from six to seven double trips, and carried on an average 180 wagons per day. The works cost, including the slipways, platforms, stationary engines, and gearing, £8,800, and the vessel, "Napier," complete, £9,182.

These works were designed by Mr. Bouch (M. Inst., C. E.,) and were executed under his directtons by the author; Messrs. Anderson being the contractors for working the ferries.

In conclusion, the author remarked, that the "Floating Railway" might be adopted with advantage in all places where the expense of a bridge or a tunnel offered an insurmountable obstacle, or where the navigation would not admit of interruption by the erection of a bridge, as at the Mersey and Bristol Channels, and across the Straits of Dover.—*Newton's London Journal of Arts.*

Journal of Railroad Law.

ROLLING STOCK AND EQUIPMENTS; LIABILITY OF, TO BE LEVIED UPON; A SALE WILL BE RESTRAINED WHEN THE COMPANY IS INSOLVENT OR THERE IS A MORTGAGE TRUST.

The assignees of the Richmond and Schuylkill Passenger Railway Company filed a bill in equity, in the Pennsylvania Supreme Court, and moved for an injunction to restrain the sheriff from selling the cars, horses, harness and other personal property belonging to the company. The sheriff was about to sell the property by virtue of certain executions issued upon judgments granted in favor of the defendants; and the whole amount of the judgments exceeded the supposed amount of the property so levied upon and belonging to the company. The company had mortgaged their road and personal property to secure bonds issued and sold by them to the amount of $100,000. The company was insolvent and had made an assignment in trust for its creditors, the assignee being one of the plaintiffs in this action.

The following is in substance, the opinion of the court rendered upon the decision. The court ordered a decree to be entered, stipulating for security to each creditor and for a continuance of the liens of the executions upon the property, until the validity of the mortgage should be decided, or until an execution should be returned and the process of sequestration should be instituted, and the property should be divided among the creditors *pro rata.*

WOODWARD, J.—The ground assumed by the plaintiffs is that the property seized by the sheriff is not subject to levy and sale under execution for two reasons; first, because "it is in law an accession to the franchise, belonging to it as much as the rails of the road, and cannot, therefore, be sold by the sheriff; and secondly, because it is so mortgaged to the said Imlay and Eckfelt, and they have a constructive possession or lien upon the same which forbids the sale."

I am not prepared to affirm the first of the above propositions. That the rolling stock and equipments of a railroad company may not be seized in execution and sold by a sheriff after the company has become insolvent, or has mortgaged its stock and equipments, is supported by sound reasons and respectable authorites. But in such cases the equity which would restrain a sale at law, springs from the fact of insolvency, or from the trusts created by the mortgage. Where, however, the question is presented independently both of insolvency and mortgage trusts—where the exemption from levy and sale is claimed on no other ground than that of accession to the corporate franchise, I cannot agree that rolling stock and equipments are as much exempt as the rails of the road. I know of no reason why a railroad company's horses and carriages may not be seized in execution by a judgment creditor in the same manner as the horses and carriages of any other debtor—no reason, I mean, that is intrinsic and self-existent in the economy of the corporation. Reasons may arise out of the equities created in favor of other parties by a state of insolvency, or the fact of a mortgage. These shall be noticed hereafter; but apart from these considerations—considering a railroad company with reference only to its judgment and execution creditors, I suppose it holds its personal property as all other debtors do, subject to levy and sale for debts. It is attempted to apply the doctrine of fixtures, and to treat every thing as part of the company's freehold which is essential to the carrying on of its appropriate business. That doctrine has never been so applied anywhere, I believe, certainly not here in Pennsylvania. If it be assumed that the company have a freehold in anything—even in the rails of their road or the ground whereon they rest, a particular lot of horses, harness and cars cannot be considered a part of the freehold, as between landlord and tenants, fixtures, or necessary articles ready to be used as fixtures, sometimes are considered. Among the goods levied on in this instance are four cars unfinished, sleighs, stoves, omnibuses, two clocks, six shovels, a looking-glass, a carpet, a settee and such like—are all these to be treated as fixtures—or in the language of the bill as accessories, to the franchise? They are, no doubt, all necessary to the successful prosecution of the company's business, and if cars and horses are to be exempted on ground so broad and indefinite, I do not see why everything in the levy is not equally entitled to exemption. Not to pursue this branch of the case further, I am of opinion that neither the company nor its assignee has an equity to demand a stay of a sheriff's sale of such goods and chattels as are in this levy.

How stands the case, then, upon the equities of the trustees in the mortgage? * * * *

I have concluded not to decide the question at present. With a hundred thousand dollars of outstanding bonds in the hands of *bona fide* holders, many of whom are not represented in this proceeding, except as the trustees may be regarded as their representatives—with a hasty and imperfect argument on a motion for special injunction before the coming in of the answer to the plaintiffs' bill, I should feel that I was putting the rights of parties to unwarrantable peril by authoritatively deciding so grave a question on this preliminary hearing. Let it be reserved, therefore, to the final hearing.

But in order not to decide anything on the effect of the mortgage, I must assume it as an existing fact in the cause. It does establish a trust for the bondholders. It does cover all the personal property of the company. It is not material that some of that property was acquired subsequent to the mortgage, for equity will support a mortgage in respect to such property, were the terms of the instrument are large enough to comprehend it. It is, therefore, a *de facto* mortgage of the goods levied in execution. So much I must assume, or else I am liable to prejudice the rights of parties beyond what I intend.

Assuming so much, can there be any doubt that equity will protect the property for the purposes of the trusts expressed in the mortgage? The reasoning of the late Justice McLean, and the authorities cited by him in the case of Hoe *vs.* Pennock & Hart, fully answer this question in favor of the plaintiffs.

Without deciding that the mortgage in this case is null and void as to the execution creditors, I feel constrained, at the suit of the trustees, to support its trusts. Until that is decided, equity is bound to protect the parties claiming under the mortgage. I do not feel willing to pass upon the validity of the mortgage in the circumstances of the present hearing. It seems to result, therefore, as a necessary consequence, that the interposition asked for should be granted.

What adds very much to the equities of the plaintiffs, and presses with considerable weight on my mind, is the fact charged in the bill and affidavits, and not controverted on the part of the defendants, that the company is totally insolvent and has made a general assignment for the benefit of creditors. The defendants are execution creditors of the company. As such they are subject to our statutes that regulate execution process against corporations. Now the act of 16th June, 1836, does in effect, though not very formally, classify all debtor corporations as either solvent or insolvent corporations. A solvent corporation is one whose estate is sufficient, an insolvent corporation is one whose estate is insufficient, to pay its debts. A judgment creditor of a corporation sees it in possession of real and personal estate and carrying on business in its appointed sphere. The *prima facie* presumption is that its estate is sufficent to pay its debts, and he issues his execution, and the sheriff goes on to make the money in the manner prescribed in the 72nd section of the act of 1836. If it is an improvement or transportation company, its canal or railroad, and whatever is an essential and indispensable incident of these may not be seized, but all its personal and real property, not so connected with its franchise, is leviable like any other debtor's personal or real property.

If, however, the execution be returned unsatisfied in whole or in part, then the 73rd section institutes the process of sequestration. Such a return becomes the legal evidence of insolvency and then the policy of the law is to substitute sequestration for all other execution process. Property that was liable to execution, but may not have been found by the sheriff, would not after that be liable to be seized in execution, but would pass to the sequestrator for the benefit of all the creditors.

Now the act of Assembly is founded on the clear equity that all creditors have to share in the assets of an insolvent corporation. If its estate will not pay its debts, divide it, *pro rata,* among the creditors, for equality is equity. And when in a court of equity the insolvency of the compa-

ny is shown, not indeed in the statutory mode, but in a manner quite as satisfactory, are we not to interpose and protect the property from the sacrifices of a sheriff's sale, and secure it in some manner to the use of all the creditors *pro rata?* We have no power to institute sequestration—that must be had in the court where the judgment is, but I suppose we might stay a sheriff's sale until a creditor could get such a return of his execution as would entitle him to demand sequestration in the appropriate court. Or where, as in this case, there is an apparent trust to be administered for the benefit of creditors, I suppose it is perfectly competent, nay, indispensably necessary for me to say that in view of the insolvency of the corporation its assets must in some form go to the benefit of all the creditors, instead of those few who happened to get their executions first into the sheriff's hands. Whether that end is to be attained through the trustees named in the mortgage, by placing the road with its equipments in their hands to be kept up and used for the benefit of the creditors, or whether the goods are to be permitted to pass to the assignee, or whether a court of equity would provide its own receiver, are questions that need not now be considered; but that, in one form or the other, the great principle should be carried into effect that all estates of an insolvent corporation should be administered for the benefit of all creditors, is, I think, too clear and just a conclusion to be questioned.

And here comes into view the public interests involved in the corporation. It must be presumed that the public have an interest in the maintenance of this transportation company, else it would never have been incorporated. But the public interests are not to be sacrificed because the company is insolvent. It was to prevent this sacrifice in just such a contingency that Judge Tilghman suggested the sequestration process in 13 S. & R. 212. Sequestration is a form of equitable relief. It is now a statutory remedy which belongs to the court which renders the judgment, but the equity on which it is founded may, in other forms, be asserted in a court of equity. And it is a matter appropriate to be considered, that by doing equity to all creditors alike, we subserve the public interests, and possibly maintain for general use, a railway that was designed to be a public convenience. A sale by the sheriff of the horses and cars would deprive the public of all benefit from this road.

The defendants have a legal right to the fruits of their execution, and as between themselves the maxim is, "first come first served," but the trusts of the mortgage are a prior equity to any of their legal liens. They obtained their judgments with notice of the mortgage, and before their executions are returned the insolvency of the company appears. Out of these circumstances an equity arises which is prior and superior to their rights as execution creditors.

I will, therefore, direct a decree for a special injunction to be drawn, sipulating for security to each creditor who is named as a defendant in the bill, in an amount at least equal to his debt, interests and costs, and for a continuance of the lien of each *fi. fa.* until the further order of this court; but enjoining the said creditors and sheriff against proceeding to sell the goods levied on until the further order of this court, the securities given to be approved by Judge Read or the Prothonotary, on reasonable notice.

Cotton in Jamaica.

We understand that advices have been received, from their agent in Jamaica, by the Jamaica Cotton Company, enclosing the first pod of Sea Island Cotton that has burst from a tree planted in November last. The anxiety of the people to plant, and especially of the small settlers, appears to be very great, and they are buying up seed in all directions. The agent of the Company states that he has employed about one hundred men to clear and burn off land in order to a new plantation, and that he will undertake to get one thousand acres planted without delay; and as to picking it, that there will be no want of hands to get in any quantity that money can be found to plant. He has been paying one shilling per square chain for cutting down the timber and bush, and hoeing clean. The Jamaica papers speak with high approbation of the plan, and hope the Company will proceed in the work with vigor, as one greatly required for the employment of hands not fit for sugar cultivation.

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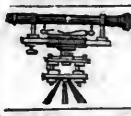
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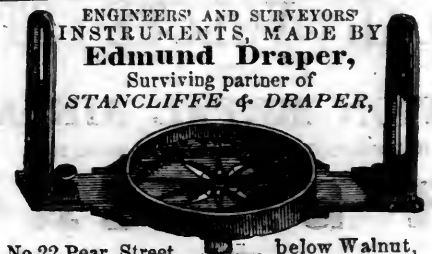
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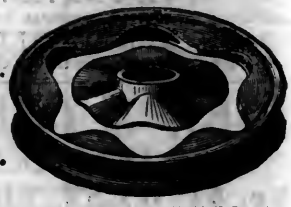
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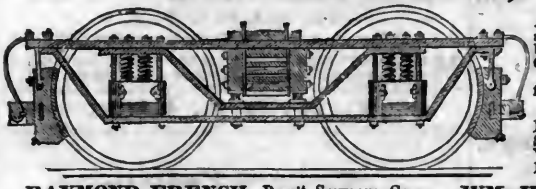
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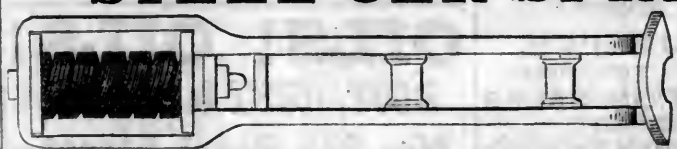
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Communicated by Major W. H. BELL, Major of Ordnance, to Colonel H. K. CRAIG, Chief of Ordnance, by order of Hon. JOHN B. FLOYD, Secretary of War.

WASHINGTON ARSENAL, December 10th, 1857.
COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
Washington, D. C.

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I am, sir, most respectfully, your obd't servant,
W. H. BELL, Major of Ordnance.



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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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American Railroad Journal.

PUBLISHED BY JOHN H. SCHULTZ, No. 9 SPRUCE ST.

New York, Saturday, July 13, 1861.

New Channels of Business.

"Now thrive the armorers, and honor's thought
"Reigns solely in the breast of every man."

There is a native activity and a variety of resources, in the mental constitution of the Anglo-Saxon race, which ever serves it in a time of need, and which raises it above, and enables it to surmount, almost all the accidents or conditions which circumstances may throw in its way. It is this characteristic which has placed our fathers at the head of the races, in all that pertains to the comfort, intelligence and morality of mankind. It is this "activity and variety of resource" that has made the inhabitants of the British Islands the first power among the nations—the mistress of the sea—and the wealthiest people of the globe. William of Normandy ruled over no mean subjects, in virtue of his triumph at the battle of Hastings, and despite his power and the hosts of his followers which were quartered upon England, the body of the people still retained their customs, usages and laws, and if they could not shine at court, they could, and did, turn their attention to the improving of their condition, to manufactures and to commerce. Their success in these departments gradually accumulated the wealth of the country into their own hands; with the wealth followed the power; and thus the humble artisan and the despised merchant became in reality the king, and in securing their own privileges, secured also the rights and preserved the liberty, of which we are all now so justly proud.

But it is in this country that this activity has had the best opportunity of displaying itself, and has accomplished the greatest results. We had the advantage of starting when the world had already reached a high degree of civilization. We commenced with the light of the sixteenth century. Our fathers were men who had courage enough to dare, and perseverance enough to encounter the dangers of a voyage across the then unknown deep, in a comparatively early state in the art of navigation. Our continent was thus settled with picked men, and although not always from the most respectable classes of society, yet always possessing many of the manly virtues. We have also had the advantage of being untrammelled by customs; by privileged classes whose rights have been sanctioned by long usage; by an overbearing aristocracy supported by entailed estates; by a monarchical government legislating to preserve inequalities of conditions, to secure the wealth of the few at the cost of the many, on the plea that it is necessary to preserve the peace, harmony and prosperity of the whole; by an immense national debt, the accumulation of ages of wars and of kingly magnificence; all these we have been rid of; and the unparalleled prosperity which has peopled the valleys of the Ohio and Mississippi; which has connected the homes of parents at the East with the cottages of the children at the West by the railroad and telegraph, has been the result.

Now for the first time in the history of our prosperity a giant domestic insurrection threatens our peace, and disturbs our business relations. Yet possessing this characteristic activity and variety of resources, which has so well served our fathers in times past, what may we calculate, fairly, honestly and without self-deception, will be the effect of this war upon the States still loyal to the Union? With the Southern States our communication is cut off, and, consequently, our information from that quarter is meagre, and our remarks only in part apply to them.

We do not wish to underrate the disadvantage resulting from the closing to our merchants, both east and west, of the southern market. It is unquestionably a great loss; and a greater loss still results from the general depreciation in securities and the derangement of exchanges. But the East and West can still interchange the products of the manufacture for the products of the farm. Should the foreign demand for produce fall off, its unfavorable effect is partially relieved by the increased cheapness of produce at home, which to our unemployed or half employed operatives is no small consideration. If western grain brings a low price, eastern manufactures must bring a low price also; and thus, when the banks at the West settle their accounts, although the same amount of business may not be done, still the necessaries of life will be plenty and cheap in both sections of the country.

But there are other important elements of calculation which we have not considered. "While honor's thought reigns solely in the breast of every man," the armorers thrive; the munitions of war are being prepared upon an enormous scale—cannon are being cast—guns made; and camp equipage and means of locomotion are being provided; thus giving occupation to thousands of our citizens, and removing them from competition in the departments to which they belonged at home. The President recommends in his message to Congress the increasing of our army to 400,000 men. To arm and provide these men with all the accoutrements of war, is no small item of employment. The Secretary of War, in view of the fact that this army comes from the body of the people, and has been accustomed to better living than that commonly allotted to soldiers, recommends a change in the order of rations, so that more fresh meats and vegetables can be provided. He also recommends providing the troops with water-proof capes and blankets to serve as a protection against the effects of the climate. As to the procurement of arms he says: "The department found it absolutely necessary to procure arms to some extent from private manufacturers. It is believed that from these sources, they can be obtained, equal in quality, and not much higher in cost, than those made in the national workshops. It would, therefore, appear a wise policy

on the part of the Government to encourage domestic industry by supplying our troops, in part, *from private factories of our own country*, instead of making purchases from abroad."

Thus an immense amount of labor will be required to fit out and keep in supply the army and navy alone. The money spent for this purpose by the Government, as well as that paid to the soldiers for their services will go into immediate circulation, and will create wants in those who receive it for the fabrics which now overstock the market. Our citizen soldiers have families at home; they are either fathers, husbands, or brothers, and the money will be sent to them for disbursement. While we are looking out for their safety and comfort—while life in the camp is made as comfortable as the numerous inventions of the age having this object in view can make it—those at home, by the providing of these very articles, are better prepared to support the burdens of the war.

Again, can we not calculate upon the characteristic activity and inventive faculty of our people to originate new employments, to set on foot new business enterprises and to discover new wants and new methods of supplying them? The wealth of the land is yet untold—the "Sesame" which shall open the stronghold of our treasures is yet unspoken. Activity is the law of our lives, the secret of our success, and the surety of continued prosperity. While the armorers thrive and the hosts are gathering for battle, a new impetus may still be given to the more peaceful pursuits. Fortunately the great railroad interests of the country lie in the direction of their roads—in the East and the West. And this fact alone proves how much more the eastern and western sections of the country are dependent upon each other than either section is upon the South. We do not say this boastingly, for there is no section of our country which we would willingly leave out of our calculation; but we accept it as a fact, and draw from it our own conclusions. The onward march of this country in prosperity may be temporarily stayed, but it can never be permanently retarded.

Baltimore and Ohio Railroad.

In addition to $75,000 deposited with the City Register, for the payment of the quarter's interest, maturing this day, on the five million city loan, the Baltimore and Ohio Railroad Company, we understand, will pay the following at the Merchants' Bank:

On their bonds of 1867	$15,000
On their bonds of 1875	33,855
On their bonds of 1880	21,000
On N. W. Va. Railroad, 2d mortgage bonds indorsed by B. and O. Railroad	30,000
On N. W. Va. Railroad 3d mortgage bonds indorsed by B. and O. Railroad	15,000
The aggregate being	$189,855

This promptness, during a period of such serious derangement and disaster is gratifying.

It is understood that the city must provide for the payment of the coupons on the North-Western Virginia bonds guarantied by it, and that the interest on the third mortgage bonds of the North-Western Virginia Road, unindorsed, will not be paid, the Baltimore and Ohio Company having already paid a sum largely in excess of its agreement. The Baltimore and Ohio Company does not pay the $45,000 as stated on North-Western Virginia bonds guarantied by it under the contract with that company, having none of their funds for the purpose, but pays as indorsers from its own means.—*Baltimore Sun, July* 1.

Jeffersonville Railroad.

The earnings of this road for the year ending December 31, 1860, were:

From passengers		$127,882 95
" freights		158,699 70
" mail and express		15,423 76
		$302,006 41
And the expenses were:		
Repairs of road	$52,778 84	
" cars	21,307 01	
" machinery	15,932 17	
Running trains	33,884 12	
Station expenses	22,122 57	
Fuel	19,644 89	
Oil and waste	2,627 61	
Rents	5,136 89	
Salaries	5,736 10	
Stock killed	3,370 83	
All other expenses	6,667 66	
		189,208 69
Excess of earnings		$112,797 72
Add balance from previous year		107,622 27
Sale of old iron, etc.		3,594 86
		$224,014 85
Disbursed as follows.		
Interest on bonds	$51,170 00	
Taxes	6,312 88	
Transportation account	18,845 17	
Rolling stock	12,002 00	
Plaining mill and machinery	3,775 22	
Overcharges refunded, fencing, interest, etc.	1,991 24	
		94,096 51
Balance to profit and loss		$129,918 34

The following is a comparative statement of earnings from the transportation of passengers, freight, mail, express, etc., from 1853 to 1860 inclusive:

1853	$147,342 33	1857	222,484 08
1854	206,544 15	1858	229,982 85
1855	218,388 08	1859	242,095 28
1856	270,827 34	1860	302,006 41

It will be seen that the earnings of the past year are $31,179 07 in excess of any former year's business, and $59,911 13 more than in 1859. The ratio of increase is greater in freights than passengers, being $44,024 89 in the former, and $18,017 09 in the latter. The Treasurer, in his report says:

The transportation expenses for the year may appear large, but in this expenditure is embraced an unusual amount of permanent repairs on road, bridges, trestle work, repairs of cars, etc.

By reference to the report of the Road Master, you will find his statement of the purchase of 51,670 cross-ties, at a cost of $8,454 20—being a sufficient number for re-laying about 17 miles of track, or near one-fifth of the entire road—and of the purchase of about one hundred tons of iron, at a cost of $4,150 84. There has been put up, 833½ yards of stone work on abutments and culverts at a cost of $3,277 15. There has been replaced 198 bents of trestle-work, all new, making 3,100 feet span, at a cost of $4,650 30. Also, trestles for culverts and new cow pits, $478 70, and extraordinary repairs on Rockford Bridge, $1,930 25; on Muddy Fork bridge, $1,282; and on Langdon's, Baker's and Stucker Fork bridges, $269 65.

In addition to the ordinary repairs of cars, there were built 36 platform cars, at an expense of $5,400.

These expenses, in the aggregate, amount to $29,893 10, and were necessary to be made in order to secure a safe and speedy transit of the business of the road. Deduct this sum from the transportation expenses, and it leaves, as the working expenses of the road, the sum of $159,315 59, which is about 52¾ per cent. of the transportation earnings.

The interest on 199 Louisville City Bonds issued to this Company in payment of 2,000 shares of stock, has been assumed and paid by said City since November 1, 1858, and amounted on the 1st November last to the sum of $23,880, which may be regarded as a deferred debt, and does not appear in this statement.

The Company had on hand January 1, 1860, 5,400 cords of wood: and there has been purchased during the year 11,039 cords—making 16,439 cords. Of this there has been used 11,996—leaving on hand January 1, 1861, 4,443 cords. The difference in the quantity of wood consumed, as compared with the previous year is much less in proportion to the mileage of engines. The Superintendent says:

We shall want for track the present year, to be purchased and re-rolled, 200 tons of rails, also between 30,000 and 35,000 new cross-ties. There has been stone-work and masonry done on bridges and culverts amounting to nearly $3,000, and I would recommend an expenditure of about $500 for stone work at 39 mile post during the present year. Timber abutments, particularly at places where there is a heavy current of water, are not only insecure, but unprofitable, being liable to be swept away by freshets. During the present year we shall have to re-build bridges and build new ones, which will cost between thirteen and fifteen thousand dollars. New bridges will have to be made at Silver Creek and Muddy Fork, and those at Columbus and Flat Rock must undergo heavy repairs. There is still an imperative need of a freight depot at Seymour. We are also greatly in need of a passenger depot at Jeffersonville. Our present building is already too small for the transaction of both freight and passenger business, thus retarding the successful or economical operations of these departments. A convenient and suitable depot could be put up for $1,000, and, in suggesting this, I know of nothing which would be of greater advantage to our business, or tend more to its economical performance.

The Company have 15 engines. The number of miles run during the year has been 329,461, at a cost for repairs of $15,720 79, or 4.77 cents per mile run; using 1,436 gallons of oil, costing $1,077 29, or .32 cts. per mile run. Number of miles run to a pint of oil 31½. Cost of waste, $157.32. Cords of wood used, 11,580. Average cost of wood per cord on tender $1.62½. Miles run per cord of wood, 28. Average cost for wood per mile run, 5.80 cents. The President, in his report, says:

An apology is due you for so long a delay in presenting this Report, as you had a right to expect its publication at a much earlier period, as has been the custom with us heretofore. The officers' Reports were later coming in than usual, from the fact that we have accounts with many more roads than we have had in former years, and more labor is required to get up all accounts with them. Much of the delay is attributable to this cause. Again, when their Reports were ready for the press, we had just entered into a condition of the wildest excitement and darkest uncertainty, produced by our national troubles; and as we had always been enabled by that time to form an approximate estimation of the business of the year, we were still anxious to present what we regarded as an approximation; but the condition of public affairs furnished no tangible indication as to the effect on our business. Until the policy of the Administration was at least partially defined, we would not undertake to say whether our business would be largely increased or very much diminished. Although our receipts up to May 1st in this year exceed, comparatively, any former year, yet our business henceforth, or until peace is restored, will be materially diminished;

our traffic with the South, which has constituted our heaviest trade, being now entirely cut off.

We felt much encouraged, during the latter part of 1860, with the prospects for an increased business to and from the Louisville and Nashville Railroad, which furnished us a larger business than we had anticipated, an evidence of which is shown in our gross receipts for that year, exceeding our estimate in last Report. Our earnings would have been even larger, had not the traffic in hogs been very much lessened by the stringency in the money market, commencing with November of that year. The inability of pork merchants to furnish money with which to move hogs in this direction, deprived us of the transportation of a large number originally intended for this market, which were shipped to Cincinnati, New York, and points in the interior.

The Company have now a sufficient fund on hand to ensure a prompt compliance with the contract entered into with its first mortgage bondholders to retire a portion of its bonds in January and July of each year.

CONDENSED BALANCE SHEET.

	Dr.
Capital stock	$1,015,907 27
Road bonds, 1st issue	289,000 00
" " 2nd "	392,000 00
Interest bonds	42,000 00
Earnings as above	302,006 41
Profit and loss	88,777 10
Bills payable	5,900 45
Foreign roads	23,316 95
Individual account	10,394 45
Pay rolls for December	9,106 37
Scrap iron and telegraph office	3,594 86
	$2,182,003 86
	Cr.
Construction	$1,554,732 56
Stock in Shelby lateral branch road	171,500 00
New track " "	106,834 90
Bills receivable	28,073 72
Jeffersonville Railroad taxes	1,473 25
Louisville City bond	1,000 00
Taxes	6,312 88
Interest on bonds	51,170 00
Transportation expenses	189,208 69
Sinking fund	14,086 19
Freight and charges	16,601 86
New cars	12,002 00
Construction of plaining mills	3,775 22
Miscellaneous	5,876 46
Individual accounts	5,973 99
Foreign roads	4,961 53
Cash	8,421 46
	$2,182,003 86

President—D. RICKETTS.

Directors—D. Ricketts, W. Mabury, S. H. Patterson, W. D. Beach, J. G. Read, Jeffersonville, Ia.; G. A. Caldwell, J. Barbee, R. Atkinson, Louisville, Ky.; M. G. Bright, Madison, Ia.; N. Kyle, Edinburgh, Ia.; M. Fitzgibbon, Indianapolis, Ia.; G. H. Ellery, New York.

Superintendent—A. S. CROTHERS.

Sec'y and Treas'r—J. H. MCCAMPBELL.

Massachusetts Railroad Dividends.

The following dividends are payable in July, at the dates given in the margin. All are for six months, except the Berkshire Railroad, quarterly. None have increased their dividends since January, and those which pay less are the Boston and Lowell, 1 per cent.; Boston and Maine ½; Metropolitan 2; Stonghton Branch 1; and the Worcester and Nashua 50 cents per share. The Michigan Central passes the July dividend.

Manufacturing stocks show a material falling off in dividends, and several omit a six month's payment altogether. The only companies which now divide the same as in January are Hill, Lowell Bleachery, Middlesex, Newmarket, and Salisbury. The Appleton falls off 1 per cent., Bates 1, Douglas Axe 1, Dwight Mills 2, Franklin 2, Great Falls 2, Jackson 2, Lancaster Mills $6½ per share of $450, Manchester Print works 2 per cent., Monadnock Mill 1, Nashua 3, Naumkeag 2, Pacific 1, Salmon Falls 1, and Stark Mills 2 per cent. less. Many of the manufacturing companies have earned handsomely in excess of the amount divided, but in view of the future prospects of their business, an immediate reduction in dividends has been deemed advisable by the managers of different companies. The Chicopee, Cocheco, Contoocook and Hamilton pass their usual dividends. The total of manufacturing dividend now is $545,900, against $935,200 in January last. We omit the list.

Dividends have also been declared by other incorporated companies, amounting in the aggregate to $217,191.

The whole amount of the Philadelphia, Wilmington and Baltimore Railroad bonds of 1883, is $2,300,000, of which about $1,200,000 are held in New England and payable in Boston.

Pa'ble July	Stocks.	Capital.	Div's. Jan. 1861.	Div's. July. 1861.	Amount. July 1861.
	Railroad Companies.				
10	Berkshire Railroad	$ 220,500	1½	1½	$5,609
1	Boston and Lowell	1,830,000	4	3	54,900
1	Boston and Maine	3,155,700	4	3½	145,450
1	Boston & Providence	3,160,000	4	4	126,400
1	Boston & Worcester	4,500 000	4	4	180,000
1	Fitchburg	3,540 000	3	3	106,200
1	Eastern	2,853,400	2	2	57,068
1	Eastern, in N. H	492,500	2	2	9,850
1	Metropolitan (Horse)	600,000	5	3	18,000
8	Middlesex (Horse)	348 000	4	4	13 920
1	N. Bedford & Taunton	500,000	3	3	15,000
1	Old Colony & F. R.	3,015,100	3	3	90,453
1	Pittsfi'd & N. Adams	450,000	3	3	13,500
1	Provid. & Worcester	1,600,000	4	4	64,000
1	Stoughton Branch	84,500	4	3	2,562
1	Taunton Branch	250,000	4	4	10,000
-	Waltham & Watert'n	20,000	4	4	800
1	Western	5,150,000	4	4	206,000
1	Worces'r & Nashua	15,222 sh'rs	$2½	$2	30,444
					$1,150,156
	Interest on Bonds.				
1	Albany 6's, West. RR.	1,000,000	3	3	$30,000
1	Bath (Me.) City 6's	int. about	3	3	9,000
1	Boston City stock	interest	.	.	120,000
1	B., Conc. & M. R. R.	about	.	.	11,000
1	B. & Lowell RR. 6's, '73	440,000	3	3	13,200
1	B. & Provid. R. R.	int. about	.	.	3,000
1	Camb'ge (Horse) RR.	150,000	3	3	4,500
1	Cheshire R. R.	813,200	3	3	25,296
1	Dorches'r & Mil'n RR.	25,000	3	3	750
1	Eastern RR. 6's, '72, (in part)	176,000	3	3	5,280
1	Essex RR. guar by E.	213,600	3	3	6,408
1	Mass. State 5's	244,000	2½	2½	6,100
1	Do (Eastern RR. loan)	500,000	2½	2½	12,500
1	Do (N. & W. RR. loan)	400,000	3	3	12,000
1	Ogdensburg 1st mort.	1,500,000	3½	3½	52,500
1	Portland City	int about	3	3	15,000
1	United States loan	int about	.	.	50,000
1	Wash. RR. 6's. 1884	1,200,000	3	3	36,000
1	Verm't & Mass. R. R.	015,000	3	3	27,450
					$439,984

RECAPITULATION.

Railroad dividends	$1,150,156
Interest on bonds	439,984
Manufacturing dividends	545,900
Miscellaneous	217,191
Total July, 1861	$2,353,231
Total Jan. 1861	3.049,710

Vera Cruz and City of Mexico Railroad.

The Mexican *Extraordinary* of May 25th, contains a very able address of Don Manuel Escandon, the rich Mexican capitalist, to the Mexican people, on the subject of the Mexico and Pacific Railroad, from Vera Cruz to the city of Mexico, and thence to some port on the Pacific. The Commonfort government granted to Mr. Antonio Escandon the privilege of constructing this railroad, by a decree dated 31st August, 1857, and immediately thereafter Colonel Andrew Talcott, formerly of the United States Engineers, was appointed Chief Engineer of the road, who, with a corps of efficient engineers, made a detailed survey of the route between Vera Cruz and Mexico. Mr. Escandon says:

Nothing can be more satisfactory than the result shown by the engineers' report of their operations. After a minute examination of the country between Mexico and Vera Cruz, it has been ascertained that in spite of the high elevation of the interior range of mountains, and notwithstanding that this has to be overcome in a comparatively circumscribed distance, still the difficulties presented are considerably less than those which have occurred on many lines of railroad in other countries. After forming most carefully estimates upon the most certain and ample foundations that could be desired, the cost has been found to be much less than had been anticipated, and will not exceed the amount which a loyal and sincere effort on the part of persons of various classes of society could easily contribute towards its realization.

There were some serious defects in the original charter which have been remedied by the present government. The first defect was the apportionment made to the government of 20 per cent. of the profits of the road. The supreme government has voluntarily come forward and has agreed that the exchequer shall not have the special benefit of 20 per cent. of the profits, but that the same shall be applied to the redemption of the eight millions of railroad bonds to be issued, and thereafter to be applied to the sole use and benefit of the stockholders. The obligation imposed upon the company by the original charter—viz: to construct a penitentiary and military hospital in the city of Mexico—has been rescinded by the supreme government. The company will, therefore, not have to occupy itself in anything more than its legitimate object—viz: the building of the railroad. To aid in the construction of the road the government has ceded a third part of the public lands in Sonora, the possession of which shall be entered upon when the section of the road between Puebla and Mexico shall be in operation. The supreme government has, moreover, decreed that a portion of the duties shall be paid by importers in shares of the railroad. This idea unites the advantage of affording positive assistance to the railroad and of satisfying the commercial public.

Some other additions of minor importance have been made in the privilege.

An organization has been effected, the members of which are gentlemen of the highest social position and financial ability in the republic of Mexico, who have decided upon the immediate construction of the road. The section from the city of Mexico to the city of Puebla will be put under construction without any unnecessary delay. The charter, which is a perfect monopoly for constructing a railroad through the centre of population in Mexico, cannot fail, in a pecuniary point of view, of resulting favorably to all concerned. Few

things can contribute more efficaciously to consolidate the peace of that republic, (which constitutes for the present its greatest necessity and the most fervent desires of all good citizens,) than this great and useful enterprise, which will give worthy employment and useful occupation to that restlessness, or it may be called activity, of which in other matters Mexico unfortunately gives so many proofs. Mr. Escandon concludes his address as follows:—

May the enterprise which I now present to my fellow citizens attract their attention as strongly as it has occupied mine. The more I reflected upon it the more its importance increased in my eyes, and I am bold to say, that if there exists any means of animating the central part, which is the heart of the republic, and of diffusing the life which will spring up as by irradiation throughout the whole body of the nation, it is the opening of communication by railroad.

The magnitude of the enterprise shall not restrain us from undertaking it. Let us venture to do what men of other nations have already accomplished, and Mexico will yet have a place among the nations of the earth, worthy of her great resources and her ancient renown. "I have grown gray," says Don Manuel, "in business, and might naturally wish for retirement after a laborious life; but I am yet resolved to employ the days that are yet left to me on this earth, and the means which by my exertion I have acquired, in the development of this great enterprise, and if I shall be allowed the satisfaction of seeing it accomplished, I shall believe that I have fulfilled my destiny, and have not been a useless member of the society in which it pleased Providence to place me."

Mr. Lyons, one of the engineers called to take charge of the construction of the railroad, will sail for Mexico during the ensuing month. Colonel Talcott, the Chief Engineer, will probably be in Mexico in the autumn.

Journal of Railroad Law.

INSTRUMENTS ISSUED BY THE BURLINGTON RAILROAD COMPANY DECLARED NEGOTIABLE PROMISSORY NOTES: WHAT WAS SUFFICIENT NOTICE TO CHARGE THE INDORSER.

The defendants were engaged as contractors in building the Rutland and Burlington rail road; and received from the company in satisfaction of their contract and work, the note in suit, together with four others, each of the same date and amount, and in every respect corresponding, except that the numbers of all the said notes marked thereon were different, each from the other. The action was brought against the defendants as indorsers, and the following is the language of the instrument:

RUTLAND & BURLINGTON RAILROAD COMPANY,
No. 253. $1,000.
BOSTON, April 1, 1850.

In four years from date, for value received, the Rutland & Burlington Railroad Company promises to pay in Boston, to Messrs. W. S. and D. W. Shuler, or order, $1,000, with interest thereon payable semi annually, as per interest warrants hereto attached, as the same shall become due; or upon the surrender of this note together with the interest warrants not due to the Treasurer, at any time until six months of its maturity, he shall issue to the holder thereof ten shares in the capital stock in said company in exchange therefor, in which case interest shall be paid to the date to which a dividend of profits shall have been previously declared, the holder not being entitled to both interest and accruing profits during the same period.

T. FOLLETT, Pres't. SAM. HENSHAW, Treas.

The defendants endorsed this note to the plaintiff at the city of Boston shortly after it was made, and also in the same manner and at the same place transferred the other four notes to the plaintiff.

On the 4th of April, 1854, a notary public, in Boston, at the request of the Bank of Commerce of that city, to which the plaintiff had sent the note for collection, presented the note at the office of the Treasurer of the Rutland & Burlington Railroad Company and demanded payment of the instrument, which was refused; and then notified the defendants by depositing on the same day in the Post office in Boston a written notice of which the following is a copy:

City of Boston, April 4, 1854.

To Messrs. W. S. and D. W. SHULER.

Please take notice that a promissory note made by S. Henshaw, Treasurer, for $1,000, dated April, 1st, 1850, payable in four years in favor of yourselves and endorsed by you, has been presented by me to the office of the Treasurer, and payment being duly demanded was refused, whereupon, by direction of the holder, the same has been protested, and payment thereof is requested of you.

ADOLPHUS BATES, Notary Public.

It also appeared that Sam Henshaw never signed as Treasurer or otherwise any note in which the said defendants were named as payees, except the notes above mentioned.

The points made by the defendants were; first, that the instrument was not negotiable so as to make the indorser personally liable, as in an ordinary promissory note; but that the indorsement operated merely to transfer the note, or pass title to it; and second, that if it was a negotiable promissory note, still the notice of its dishonor was insufficient to charge the defendants as endorsers.

Judgment was originally rendered in favor of the plaintiff; this judgment was affirmed at a General Term of the Supreme Court, and an appeal was then taken to the Court of Appeals. The following is the opinion of the court of last resort.

WRIGHT, J.—Whether the blank indorsement of the defendants imports any binding contract, depends on the law of Massachusetts; in which State it is to be assumed, from the facts in the case, that the original instrument and indorsement were made. But the law of Massachusetts does not differ from that of this State or of England in any particular, material to the present inquiry. In Massachusetts there has been, apparently, a relaxation of the common law rule so far as to extend the remedy against indorsers to notes payable absolutely in a medium other than cash; but in all other respects, the legal rules applicable to negotiable paper, are the same in that State as in our own.

The instrument on which the action is brought, has all the essential qualities of a negotiable promissory note. It is for the unconditional payment of a certain sum of money at a specified time to the payee's order. It is not an agreement in the alternative to pay in money or railroad stock. It was not optional with the makers to pay in money or in stock, and thus fulfill their promise in either of the specified ways; in such case, the promise would have been in the alternative. The possibility seems to have been contemplated that the owner of the stock might, before its maturity, surrender it in exchange for stock, thus canceling it and its money promise; but that promise was nevertheless absolute and unconditional and was as lasting as the note itself. In no event could the holder require money and stock. It was only upon a surrender of the note that he was to receive stock: and the money payment did not mature until six months after the holder's right to exchange the note for stock had expired. We are of the opinion that the instrument wants none of the essential requisites of a negotiable promissory note. It was an absolute and unconditional engagement to pay money on a day fixed: and although an election was given to the promisees, upon a surrender of the instrument six months before its maturity to exchange it for stock, this did not alter its character, or make the promise in the alternative, in the sense in which that word is used respecting promises to pay. The engagement of the railroad company was to pay $1,000 in four years from date, and its promise could only be fulfilled by the payment of the money at the day named.

We are next to inquire whether the notice was sufficient. A notice that in terms, or by necessary implication or reasonable intendment informs the indorser that the note has become due and has been presented to the maker, and payment refused, is sufficient. The party to whom the note is addressed, should not be misled by an indefinite or uncertain description of the note and, from the imperfection of the notice itself, be unable to determine to what particular note it refers. A notice which omits an essential feature of the note, or misdescribes it, is an imperfect one, but is not necessarily invalid. It is invalid only when it fails to give that information which it would have given but for its particular imperfection; and even in case the notice in itself be defective, if, from evidence *aliunde* of the attendant circumstances, it is apparent that the indorser was not deceived or misled as to the identity of the dishonored note, he will be charged. A note is well described when its maker, payee, date, account, time and place of payment are stated; and when a notice sets forth these particulars, with reasonable accuracy, together with the facts of presentment and dishonor, it cannot be rendered invalid by showing *aliunde* that notes similar as to parties, date, amount, and time, and place of payment were outstanding, and were only distinguishable from each other by their numbering. * *

But it is urged that there was a failure to charge the defendants as indorsers for the reason that there was a misdescription as to the maker, and the notice contained no reference to the number by which the note was designated and distinguished by four others of a similar description given and transferred by the defendants simultaneously. I think both of the reasons are without force, and that the notice construed in the light of its attending and surrounding circumstances was sufficient. At least from the contents of the notice itself, and the extrinsic facts admitted in the case, it was a question not of law but of fact, whether knowledge was actually brought home to the endorsers; and that question of fact has been found against the defendants in the court below. * * * * * * * *

I am of opinion that the action was well brought against the defendants as indorsers of a negotiable promissory note; and that the notice of its dishonor was sufficient. The judgment of the Supreme Court should be affirmed.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,605	30,991	—	335,010	109,500	21,652	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	558,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
— — '60	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	220,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	16	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640.607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	921 0 5	325,573	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
— — '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
— — '59	26.5	3.9	—	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	—	—	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528.043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	90
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,553	13	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,158,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	58
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135.284	—	....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9.344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	38
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,024,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	64
— — '57	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66¾
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Dec. '60	78.0	—	....	—	—	—	—	Jeffersonville	1,554,732	*	278,334	1,015,907	723,000	5,900	2,182,003	108.0	329,461	302,006	112,797	—	....
— — '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	3,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
— '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	243.069	108,434	1,710,819	53.7	.....	.....	.....	—	....

6

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '58	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '58	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	.....
30 Jun. '58	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '58	63.0	9.5	6.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '58	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '58	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An.&K.	67,324	—	.....
31 May, '58	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	●	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '58	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '58	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	39½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	98
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	110
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	105
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,691,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	50	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	64
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	100
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'b	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82.543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	443,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatun.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,289,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	112½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	14½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma ss.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	—	—	—	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,760	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	600,000	750,000	262,516	1,612,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	116
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	'54, '02	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	.....
31 D c. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	.....
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	8,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '60	33.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,871	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,890	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,000	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.			24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.			30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	34
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	345,021	119,454	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	75
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,527,406	—	23
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.				—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.				5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,500	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,154	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Rens. & River.				6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	oper. by other Co's.				—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May,'60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	....	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug.'59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	282,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May,'59	181.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	97
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov.'58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,916,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
1 Jun. '61	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	7,192,232	*	—	5,343,812	3,848,420	196,000	7,388,232	188.6	—	920,000	128,000	—	25
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov.'58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. by r. w. Lit. Miami.		170,795	8	81	—
31 Mar. '60	144.0	—	....	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug.'60	36.6	—	....	—	5	3	67	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug.'58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug.'58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov.'58	13.0	—	....	34.0	1	2	60	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov.'58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,535	1,200,499	341,591	8	81
31 Dec.'58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,116,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug.'58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,600	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov.'58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug.'58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	160,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov.'58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug.'60	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug.'59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	11½
30 Sep. '60	52.5	—	3,2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,422	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	75
30 Nov.'59	38.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	38.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. by r. b. Buf. & S. L.				10	—
31 Aug.'60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,234	6	54
31 Aug.'59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7.267	—	—
31 Aug.'59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84.017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov.'60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov.'59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.				—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
31 Nov.'59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov.'60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681.158	3,065.289	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	78½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	18	—	....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov.'60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4	—	3,312,546	858,597	—	33
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
31 Oct. '60	98.0	6.0	....	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600.000	2.300.000	—	—	200.5	48,677	1,236.597	(471,712)	6½	35½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724 838	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	....
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910 655	1,727,161	18,155,116	467.5	1,948 501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schnylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	....	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
30 Sep. '60	78.0	—	6 0	—	16	6	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,195	.....	78.0	199,578	238,420	860,339	—	1
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	....
								SOUTH CAROLINA.														....
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
7 .. '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,510	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.														
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,582	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859	.....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	....
								TEXAS, (*all aided by State*).														
.. .. '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
.. .. '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	177,560	.....	50.0	31.300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	232,846	196.568	—	....
.. .. '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
.. .. '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.														
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,614,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,619	—	....
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	479,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	....
31 Aug '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	90
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,724,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	———	7,500,000	234.4	.....	883,186	439,943	—	14
.. .. '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	....
.. .. '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								CANADA.														
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	———	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.														
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108 0	193,683	116,225	41,985	—	....
31 Dec. '60	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,398	—	1,330,000	13,100	136,000	1,779,232	60 0	.....	.....	.....	—	....
								NOVA SCOTIA.														
.. .. '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.														
Dec. '60	48.7	—	....	—	....	....	....	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,302,828	48.7	.....	1,550,378	1,936,131	12	102

New York Stock Exchange.

Sale Prices for the week ending July 10, 1861.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:—						
U. S. 5s, 1874	77	----	80	----	80¼	
U. S. 6s, 1881	85¼	85¼	85¼	86¼	88¼	
STATE STOCKS:—						
California 7s	----	----	75	75½	76½	
Georgia 6s	----	----	62	----	62½	
Illinois 6s	----	----	----	----	----	
Indiana 5s	50	----	----	----	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	----	----	----	----	72	
Louisiana 6s	51½	----	54	55	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	37½	38½	39	40¾	41½	
Do. iss. to H.&St.J.R.	44½	47	----	47	----	
New York 5s, 1870	----	----	----	104½	105	
" 7s, 1864	----	----	----	----	----	
North Carolina 6s	50	----	51¾	54	54	
Ohio 6s, 1886	----	----	----	----	----	
Tennessee 6s, 1890	37½	38½	39	41	42½	
Virginia 6s	47	46½	47½	49	49	
RAILROAD SHARES:—						
Chicago, Burl. and Q.	55	55	55	57	58	
Chicago and Rock Isl.	34	34½	35	35½	36	
Chicago and N.West.	----	----	----	----	----	
Clev., Painesv.& Ashl.	----	----	----	----	----	
Clev. and Pittsburg	----	----	----	7	----	
Clev. and Toledo	24	24½	24½	25	25	
Del., Lack. and West	72½	----	----	----	----	
Galena and Chicago	61	61½	61½	63	64	
Hudson River	32	33	32	32⅞	34	
Illinois Central (scrip)	65	65½	66	66	66¾	
Indianapolis and Cinc.	----	----	----	----	----	
Michigan Central	42½	43½	43½	44½	44½	
M. S. and N. I. guar'd,	27	27	27	27½	27½	
M. S. and N. I.	12	12	12⅝	13⅛	13⅛	
Mil. and P. du Chien	----	----	14	----	----	
New Jersey Central	----	----	----	----	----	
New York Central	73½	74	74½	74⅞	75	
New York and Erie	22½	23	23	23	23	
N. York and Harlem	9½	9½	10	10	10	
N. Y. and H. "pref."	22½	23	24	23½	24½	
Panama	107	108	109	110	109	
Phila. and Reading	33½	33	34	35½	35½	
RAILROAD BONDS:—						
Buff.,N.Y. & Erie 1 M.	----	----	----	----	----	
Chic. and N.W. 1st M.	----	36½	----	----	39	
" " 2d M.	13	13	----	13	----	
" " S. F.	----	78½	----	80	----	
Cl. & Tol. S.F. 7 p.c. '85	----	76	----	----	----	
D.L.&W.1 M.8p.c.'71-5	----	95	----	----	----	
" 2M.8p.c.'81	----	----	----	----	----	
Gal.and Ch.1 M.8p.c.'63	----	99	----	----	99	
" 2M.8p.c.'75	----	90	----	----	----	
Hann. & St.J. 1 M. 8s	----	----	----	----	31	
Hudson R. 1 M.7p.c.'69	----	103½	----	----	----	
" 2M.7p.c.'60	----	----	----	----	----	
" 3M.7p.c.'75	----	76	----	----	79	
Illinois Centr.7 p.c.'75	90½	90	89½	90	90	
" " 6p.c.'75	90½	90	89½	90	90	
L. Erie & Wab. 1 M.	60	----	----	60	60	
" " 2 M.	----	----	----	----	----	
Mich.Cen.S.F.8 p.c.'82	91¾	92	92	----	94	
" conv.8p.c.'69	----	----	----	----	----	
Mich. Southern 1st M.	----	77	----	----	----	
" " 2d M.	----	55	----	----	----	
" " S. F.	----	72	----	----	----	
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	
" 2 M.8p.c.'77	----	----	----	----	----	
Northern Ind. 1 M.	----	77	----	----	----	
" " 2 M.	----	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	----	
N.Y. C. 6p.c. certif.'83	----	89½	----	----	----	
" 1 M. 7 p.c.'64	----	96½	----	96½	----	
N.Y.&E. 1 M. 7 p.c.'67	----	101	----	----	----	
" 2 M. 7 p.c.'64	----	97	----	----	----	
" 3 M. 7 p.c.'83	----	82½	----	----	----	
" 4 M. 7 p.c.'80	----	----	----	----	----	
" 5 M. 7 p.c.'83	----	72	----	----	----	
" conv.7p.c.'62	----	56	----	56	----	
" " 7p.c.'71	----	56	----	56	----	
" S. F. '75	----	56	----	----	----	
N.Y. & H.1 M.7p.c.'73	----	94½	----	----	----	
" 2 M. 7p.c.'64	----	93	----	----	----	
" 3 M. 7p.c.'67	----	68	----	----	----	
Penn. 1M.7p.c.conv.'88	----	----	----	----	----	
" 2 M. 6 p.c.st'g '75	----	----	----	----	----	
Ph. and Read. 6 p.c. '60	----	----	----	----	----	
" " 6 p.c. '70	----	----	----	----	----	
T. H. and A. 1M. 8s '72	----	----	----	----	----	
" " 2M. 8s '70	----	----	----	----	----	
BANK AND INSURANCE STOCK:—						
Am. Exchange Bank	74½	----	75	75	----	
America, Bank of	----	----	----	----	----	
Commerce, Bank of	----	----	72	73	----	
Merchants' Exch. B'k	----	----	----	----	----	
Mercantile (Mar.) Ins.	----	----	----	----	----	
Commonwealth Bank	----	----	----	----	----	
MINING STOCK:—						
Pittsburg	----	----	----	----	40	
Rockland	----	----	----	----	12	
Minnesota	----	----	----	----	61	
Isle Royale	----	----	----	----	6	
MISCELLANEOUS:—						
Del. and Hud. C. Co.	80	80	----	80½	----	
Cumberland Coal Co.	5	----	----	4½	----	
Penn'a Coal Co.	----	78½	----	----	----	
Pacific Mail S. S. Co.	70	70½	69½	69½	70	
Canton	9½	----	----	----	----	
Brooklyn Water W's	----	----	97	98	98	

The following are the closing prices in the London Market on the 27th June:

United States 5 p. c. red. '74	70	to	72
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	82	to	84
Do. $100 shares, all p'd.	59	to	60
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	80	to	82
Do. do. 1st mortgage (sinking fund), 1883	84	to	86
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares		to	..
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	87	to	90
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	63	to	70
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	20½	to	21½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	82	to	84
Do. 2d mort. 6 per cent. sterling	79	to	81
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, July 13, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Money and Business.

The daily advance in the prices of shares and bonds during the past week is more marked. The upward movement extending over nearly the entire list. This is owing to the indications which are becoming daily more and more apparent that we are fast approaching the end of our political troubles. Considerable business has been done in border State Stocks. Kentucky 6's reached 72; Louisiana 6's 55; Missouri 6's 41¼; North Carolina 6's 54; Tennessee 6's 42½; and Virginia 6's 49. Missouri 6's issued to the Hannibal and St. Joseph Railroad Company, sold at 50. The credit of the General Government has also advanced 3½ per cent. in the face of the call made by it for a new, and to this country and people, enormously large loan.

On Wednesday the $250,000,000 loan bill passed the House of Representatives. This authorizes the Secretary of the Treasury to borrow the above amount upon the credit of the United States, and pledges, specially, the duties of imports on tea, coffee, sugar, spices, wines and liquors, and also such excise and other internal duties or taxes as may be received into the treasury, for the payment of the amount borrowed. The Secretary is authorized to issue certificates of coupons, or registered stock or treasury notes, in such proportions of each as he may deem advisable; the stock to bear interest at seven per cent., payable semi-annually; the treasury notes to be of any denomination not less than fifty dollars, to be payable three years after date with interest at seven and three-tenths per cent., payable annually on the fifty-dollar notes, and semi-annually on notes of a higher denomination. He is also authorized to issue, in exchange for coin and as a part of the above loan, or in payment of salaries or other dues from the United States treasury, notes of a less denomination than fifty dollars, not bearing interest, but payable on demand by the Assistant Treasurers of the United States at Philadelphia, New York or Boston; or treasury notes bearing interest at the rate of 3.65 per cent. and exchangeable at any time for certificates of stock, or treasury notes for fifty dollars and upwards.

The last quotations show an improvement in breadstuffs. There is a fair demand for flour from the trade and for export. Wheat is somewhat sought for, while corn and meal remain unchanged. The last quotations of cotton were 15¼@15½.

The Central Railroad of New Jersey has declared a quarterly dividend of 2½ per cent., payable on the 15th inst.

Dividend Warrants of $14 52, payable Dec. 31, 1862, are now ready at the office of the Farmers' Loan and Trust Company, New York, for holders of preferred stock in the Philadelphia and Reading Railroad Company, being for the six dividends payable July 1, 1858, to Jan. 1, 1861, inclusive, and which includes all arrears on the preferred stock, together with interest thereon at 6 per cent. per annum from the dates at which the dividends successively accrued until the maturity of the warrant.

The interest coupons due July 1, on the bonds of Belmont County, Ohio, will be paid on presentation at the Nassau Bank.

The Harrisburg (Pa.) Railroad Company has declared a semi-annual dividend of 3½ per cent., equal to $1 75 per share.

The Bank of the State of Missouri has declared a dividend of three per cent., payable to New York stockholders at the Bank of Commerce, on the 20th inst. The Farmers' Bank of Kentucky, and the Bank of Kentucky, each announce a dividend of four per cent., payable at the Bank of America in this city.

The Secretary of the Treasury has yielded to the solicitation of parties interested, and modified his instructions to the assistant treasurer in this city in reference to the payment of the July coupons on the Texas Indemnity 5 per cent. loan. The dispatch sent by Mr. Chase to Mr. Cisco, reads as follows: "Pay all coupons of Texas Bonds which you have no reason to suppose to have been negotiated since the attempted deposition of Gov. Houston in February last."

The report of the Secretary of the Treasury has been the chief topic of discussion in financial circles during the past week. The Secretary states that he requires for the fiscal year 1862 not less than $318,579,581. Of this he proposes to raise $20,000,000 by a customs duty ranging from 2½ to 4 cents per pound on sugar, 5 cents per pound on coffee and 15 to 20 cents per pound on tea. Thirty millions of dollars, he estimates, will be yielded by the present tariff as it stands, and by imposing a duty on articles now in the free list and reducing duties now so high as to be prohibitory, other $7,000,000 may be gained for the revenue. The revenue from the sales of lands and miscellaneous sources may be estimated at $3,000,000. And lastly $20,000,000 may be raised either by a direct tax of ⅛ of one per cent. on real and personal property throughout the country,

or by special taxes on stills, distilled liquors, ale and beer, tobacco, bank notes, spring carriages, silver ware, jewelry and legacies. Turning from the resources of direct taxation to that of loans, he suggests a national loan of $100,000,000, bearing 7 3-10 per cent. interest annually; the certificates to be Treasury notes of various denominations, from $50 to $5,000, and to be redeemable at the pleasure of the government after three years. He also suggests a public loan of $100,000,000, bearing seven per cent. interest, and to be negotiated at or above par, either here or in England, the principal to be redeemed at the pleasure of the government after thirty years, and the interest to be secured by the direct taxes above mentioned. Finally, he recommends that the government be authorized to put in circulation Treasury notes for $10 a $20 each, bearing 3 65-100 per cent. annual interest, and payable one year from date, the aggregate amount of such Treasuryn otes not to exceed $50,000,000. The following, therefore, are the sources of income from which Mr. Chase expects to obtain means to carry on the government:—

Estimated revenue from present tariff	$30,000,000
Estimated revenue from sales of lands, &c.	3,000,000
Duty on sugar, tea and coffee	20,000,000
Additional revenue from changes in the tariff	7,000,000
Direct taxes	20,000,000
National loan by Treasury notes	100,000,000
New seven per cent. loan	100,000,000
Small Treasury notes, one year to run.	50,000,000
Total	$330,000,000
Aggregate amount required as above.	318,579,581
Surplus	$11,420,419

The city of St. Louis is in default on the interest of her bonded debt. The causes of which, as explained at a meeting of the bondholders held on the 6th inst., by a commissioner from St. Louis appointed for that purpose, appears to be only of a temporary natnre growing out of no indisposition on the part of the city authorities to remit with their usual promptness, but an absolute present inability to do so. After a conference on the subject it was determined by the creditors not to fund the over-due coupons, but to recommend the city authorities to obtain such legislation at the next session of the Legislature as will render taxation sure and ample to meet the accrued and accruing interest on the debt, and to instruct their assessors to restore the old valuation of the real and personal taxables, which it seems were reduced this year about 25 per cent. The principal representatives of the Foreign Bondholders expressed much repugnance to the precedent of suffering so large and wealthy a city as St. Louis to fund her overdue coupons, and upon this the proposition was abandoned.

Rome, Watertown and Ogdensburg R. R.

The name of the Watertown and Rome Railroad has been changed to the "Rome, Watertown and Ogdensburg Railroad Company." This change is rendered appropriate by the determination of the Company to build a branch of nineteen miles in length, connecting its road directly with Ogdensburg, and rendering the line between Rome and Ogdensburg its main line. Both the building of the branch and the change of name were specially authorized by an act of the Legislature of 1860. It is expected that cars will be running over the new branch by the first of January next.

Philadelphia and Erie Railroad.

An adjourned meeting of the stockholders of this road was held on the 2d inst., at which Mr. Gideon J. Ball, of Erie, presided. The meeting was attended by various persons from the Central and North-western portions of the State. Among those from Erie County were Hon. Gideon J. Ball, Samuel A. Black, Superintendent of the Western Division of the road; C. B. Wright, Director; Joseph Henderson, representing the County Commissioners; James Gunnison, Philip Goesler, and S. E. Neiler. From Cameron county, Samuel N. Lawrence. From Warren, Thomas Struthers. From Lecoming, Robert Crance, John A. Gamble. Philadelphia was represented by Mayor Henry, Jno. M. Riley, Joseph R. Flanigen, and other city directors. The meeting was a large one, embracing many other persons interested in the work or residing on the line of the road. The object of the meeting was to take a vote upon the proposed lease of the road to the Pennsylvania Railroad Company. The following preamble and resolutions were offered by Mr. Henderson:

Whereas, The President and members of this company have submitted to the stockholders a measure providing for the completion of the Philadelphia and Erie Railroad, through an endorsement of certain of the bonds of this company by the Pennsylvania Railroad Company and the subsequent leasing of the said road to the said company, as will hereby appear:

Therefore, Resolved, That the said measure so submitted, by the President and Managers of this company, for the approval of the stockholders, be and the same is hereby approved, and the President and Managers be and they are hereby authorized to enter into and execute a contract with the Pennsylvania Railroad Company in due form of law, to carry the same into effect, when ratified by the stockholders of the said last named company.

A stock vote was required upon the resolution. The result was that 36,829 votes, representing that number of shares of stock, amounting in the aggregate to $3,682,900 at their par value, were cast in favor of the resolutions. The whole stock of the road is 42,365 shares. There was no opposition to the measure. Of the stock voted on, the City of Philadelphia holds 22,500 shares; the city of Erie 2,000; the county of Erie 3,000; and the balance by individuals.

It is understood that a special meeting of the stockholders of the Pennsylvania Railroad will soon be called to ratify the proposed lease, and as soon thereafter as practicable, the work upon the line of the Philadelphia and Erie Railroad will be resumed, and urged on with all possible dispatch to completion.

Chesapeake and Ohio Canal.

The repair of the canal is progressing rapidly, with the prospect of an early resumption of business. The Washington *Star* says:

We learn that President Spates, of the Chesapeake and Ohio Canal, has been in our city for a day or two, perfecting arrangements for the immediate resumption of navigation on that important work. He has given orders for the repair of the dam above the Little Falls, and the removal of sand bars on the Georgetown level. This it will take about eight or ten days to do, by which time the line will be navigable throughout. About one hundred and twenty-four boats, loaded with coal, are laying above Williamsport, ready to come down.

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending June 22,

were	$56,746 49
Week ending June 23, 1860	53,091 78
Increase	$3,654 71
Total traffic from July 1st, 1860	$3,389,410 02
Corresponding period previous year	2,848,897 00
Increase	$540,513 02

The following are the earnings of the Great Western Railway of Canada for the week ending June 28, 1861:

Passengers	$18,478 73
Freight and live stock	14,043 30
Mails and sundries	1,441 93
Total	$33,963 96
Corresponding week of last year	29,594 34
Increase in 1861	$4,369 62

The earnings of the Buffalo, New York and Erie Railroad for June, 1861, were $46,773 01
June, 1860 44,603 05
Increase $2,169 96

The receipts of the Jeffersonville Railroad Company from all sources from January 1st, to April 30th, 1861, were $86,366 72
Corresponding period of previous year 81,122 97
Increase $5,243 75

The earnings of the Galena and Chicago Railroad for June, 1861, were $164,933 51
Same month, 1860 93,448 90
Increase $71,484 61
Corrected earnings for the previous month $165,707 22

The statement of the Illinois Central Railroad for June is as followa:

Land Department.

Acres Construction Lands sold	4,716.65	for	$76,520 51
Acres Interest Fund L'ds sold	320.00	"	5,738 09
Acres Free Lands sold	1,372.11	"	20,713 41
Total sales during the month	6,408.76	for	$102,972 01
To which add Town Lot sales			132 50
Total of all			$103,104 51
Acres land sold since Jan'y 1, 1861	61,936.83	for	$962,362 41
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,322,210.29	for	17,110,346 32
Total cash receipts in June, 1861			$37,879 29
Total receipts since Jan. 1, 1861			328,134 29
Total cash and bonds received to June 30, 1861			4,523,532 31

Traffic Department.

Receipts from Passengers		$69,982 56
" Freight		103,958 60
" Mails		6,358 34
" Rent of road		5,923 10
" Other sources		1,971 53
Total receipts for June, 1861		$188,194 13
Do. do. 1860		188,060 59
Total receipts since Jan'y 1, 1861		$1,455,916 96
Total receipts in corresponding period of 1860		1,172,884 01

The net receipts of the New York and Harlem Railroad for June, 1860, were $93,516 84
June, 1861 87,492 93
Decrease $6,023 92

There was one working day less in the month this year than last.

The earnings of the Hudson River Railroad for June of the past three years have been as follows:

June, 1859	$115,444 23
" 1860	129,996 34
" 1861	123,382 33
Decrease from June, 1860	$6,614 01

One working day less.

The business of the Toledo and Wabash Railroad for June was:

	1860.	1861.
Passengers	$16,824 00	$14,161 60
Freight	50,604 57	64,912 28
Total	$67,428 37	$79,073 88
Increase		$11,645 51

The earnings of the Michigan Central Railroad in June, 1861, were $133,619 72
June, 1860 123,095 39
Increase $10,524 33

The earnings of the Cleveland and Toledo Railroad for June, 1861, were $60,687
June, 1860 55,180
Increase $5,507

The earnings of the Chicago and Rock Island Railroad in June, 1861, were $86,841 83
June, 1860 97,350 55
Decrease in 1861 $10,502 72

The business of the Illinois Central Railroad for the first six months of 1861, as compared with last year, was as follows:

	1861.	1860.
Traffic	$1,437,663 99	$1,172,885 01
Land sales	982,362 41	265,085 93
Collections	328,134 29	272,478 27
	$2,728,169 69	$1,711,449 21

The Six Hundred Cannon.

As the order from the Government for six hundred rifled cannon, from the Phœnix Iron Company, is the subject of some carping and jealousy in the New York papers, we are led to make the following statement:—

A few weeks ago an English engineer of eminence was in this country, on business, and went to see the manufacture of these cannon. On his return he informed us that the system of manufacture was entirely new, and the cannon made by it were, he considered, equal if not superior to anything that had ever been produced in any country. To testimony so perfectly disinterested it is unnecessary to add anything further; but none who know the cool judgment and rigid integrity of Colonel MEIGS, who recommended the making of a contract with the Phœnixville Company, would require any other voucher for its propriety.

We are persuaded that the journals which have criticised it have not been aware of the true facts of the case. There is such ample scope for criticism in the greater portion of the transactions connected with the war, that it is a great mistake to select one such as this for animadversion. Those who are familiar with the circumstances of the Capitol extension contracts, know that if Captain MEIGS would have consented to wink at iniquity, he might have been now a millionaire. We have too few such not to prize them when we find them. We understand that, in addition to the recommendation of Colonel, now Brigadier-General MEIGS, to purchase the arms manufactured by the Phœnix Iron Company, the contract was urged by Major LAIDLEY, Captain DYER, and other officers of the Ordnance Bureau, all of whom had either witnessed the process of manufacture, or assisted in the numerous satisfactory experiments made with the guns, under the direction of Colonel CRAIG, then in charge of that Department.—*Phil. Inquirer.*

Minnesota and Pacific Railroad.

The St. Paul *Press* of the 3d inst., has the following:

Rumors have prevailed for the past four or five days that gentlemen of capital from Dayton, Ohio, were about closing a contract with the Minnesota and Pacific Railroad Company to complete and equip, with cars running, by the first of January next, that portion of the road extending from St. Paul to St. Anthony. We are pleased to inform our readers that these rumors have not proved unfounded. Yesterday the parties deposited with the Governor, in compliance with the law of last session, the required amount to be forfeited to the State, unless this portion of the road be so completed and in operation by the commencement of the year 1862. The deposit was made in $8,000 of Ohio sixes of the recent issue of par "Union Bonds," put in here at the rate of 90 cents on the dollar, and $3,000 of Minnesota State Interest Warrants, which latter securities are payable, by law, out of the first moneys that come into the Treasury of the State. The above class of Ohio sixes are redeemable in 1866, and the whole loan was taken at par within the past two months. Taking, then, this $8,000 of Ohio stock at ten per cent. discount, and the $3,000 of our par obligations, it will be seen that the securities deposited amount to $10,200—the fraction of $200 being over and above the sum required by law.

The contractors left on the Keokuk yesterday, and will, of course, immediately prepare to commence work upon the road. From what we know of them they are not the men to make a present of eleven thousand dollars to Minnesota just for the fun of the thing.

Mineral Land Co.'s Agency.

S. W. Hill, Esq., who has been below for some weeks, and who passed up in the Planet on Saturday, has been appointed agent of the Mineral Land Company. This company was organized some two years ago, we think, on the basis of the mineral lands of the Sault Canal Company, both copper and iron. There are large tracts of these lands, both in the copper and iron districts. Mr. Hill's peculiar qualifications for an agency of the kind, will be questioned by none. He will spend a portion of his time in this neighborhood.—*Lake Superior Journal, May* 28.

The Chesnut Street Bridge.

We are pleased to see that at length there appears to be every probability that this long needed improvement will be made. Although for years there has been an almost unanimous expression of opinion as to its necessity, yet it has run the gauntlet of temporary opposing interests so often, and has been debated in all its details over and over again, that more than once it has seemed to be lost sight of. At last, however, all the preliminaries and preparations have been concluded, and the only step now required, prior to the vigorous commencement of operations, is the approval by Councils of the contractor's bid, and the instructions to the Survey Department to have the work started.

In view of the prospective benefits which must accrue to the improvement of the city from the bridge, the present moment is particularly opportune for the undertaking. During the existing stagnation, it will afford employment for a large number of mechanics, who might otherwise be idle, and by the time of its completion, some eighteen months or two years hence, it will give a stimulus to the extension of the city that will largely increase the basis of taxation, and assist in alleviating the burden entailed upon us by the war. Councils will soon be adjourning for their summer recess. We hope, therefore, that they will take the earliest opportunity to put the contract into shape; for, if left until the fall, the legal opposition which has been threatened may delay the matter until the winter sets in, and thus postpone the whole for another year, in which case there may be some danger that the city will lose the contribution of a hundred thousand dollars from the Chesnut Street Railway.—*Philadelphia Inquirer.*

New York Canals.

The quantity of flour, wheat, corn and barley left at tide-water during the first week in July, in the years 1860 and 1861, is as follows:

	1860.	1861.	Increase.
Flour, bbls.	8,900	50,100	41,200
Wheat, bush.	266,300	996,600	729,900
Corn, bush.	227,100	393,700	166 600
Barley, bush.		17,600	17,600

The aggregates of the receipts of the above articles for the years 1860 and 1861 have been:

	1860.	1861.	Increase.
Flour, bbls.	277,000	293,300	15,700
Wheat, bush.	2,417,600	7,999,600	5,582,000
Corn, bush.	4,575,000	4,762,600	187,600
Barley, bush.	78,700	129,000	50,300

Reducing the wheat to flour, the excess in the receipts of 1861 is equal to 1,132,100 bbls. of flour.

United States Census.

(*Compiled from the official Returns.*)

(Continued from p. 492.)

ILLINOIS.

Counties.	1850.	1860.
Adams	26,508	41 323
Alexander	2,484	4,706
Bond	6,144	9,813
Boone	7,624	11,678
Brown	7,198	9,938
Bureau	8,841	26,429
Calhoun	3,231	5,145
Carroll	4,586	11,733
Cass	7,253	11,325
Champaign	2,649	14,628
Christian	3,203	10,493
Clark	9,582	14,987
Clay	4,289	9,336
Clinton	5,139	10,941
Coles	9,335	14,200
Cook	43,385	144,957
Crawford	7,135	11,551
Cumberland	3,718	8,311
De Kalb	7,540	19,086
De Witt	5,002	10,819
Douglas	new	7,140
Du Page	9,290	14,711
Edgar	10,692	16,925
Edwards	3,524	5,454
Effingham	3,799	7,816
Fayette	8,075	11,198
Ford	new	1,979
Franklin	5,681	9,393
Fulton	22 508	33 299
Gallatin	5,448	8,054
Greene	12,429	16,093
Grundy	3,023	10,379
Hamilton	6,362	9,915
Hancock	14,652	29,061
Hardin	2,887	3,748
Henderson	4,612	9,501
Henry	3,807	20,658
Iroquois	4,149	12,324
Jackson	5,862	9,589
Jasper	3,220	8,372
Jefferson	8,109	12,965
Jersey	7,354	12,053
Jo Daviess	18,604	27 277
Johnson	4,114	9,342
Kane	16,703	30,058
Kankakee	new	15,416
Kendall	7,730	13,074
Knox	13,279	28,663
Lake	14,226	18,256
La Salle	17,815	48,332
Lawrence	6,121	9,214
Lee	5,292	17,651
Livingston	1,652	11,638
Logan	5,128	14,276
McDonough	7,616	20,069

McHenry	14,978	22,088
McLean	10,163	28,749
Macon	3,988	13,735
Macoupin	12,355	24,602
Madison	20,441	31,215
Marion	6,720	12,733
Marshall	5,180	13,437
Mason	5,921	10,933
Massac	4,092	6,214
Menard	6,349	9,596
Mercer	5,246	15,002
Monroe	7,679	12,832
Montgomery	6,277	13,892
Morgan	16,064	22,113
Moultrie	3,234	6,385
Ogle	10,020	22,887
Peoria	17,547	36,600
Perry	5,278	9,552
Platt	1,606	6,127
Pike	18,819	27,249
Pope	3,975	6,742
Pulaski	2,265	3,950
Putnam	3,924	5,587
Randolph	11,079	17,205
Richland	4,012	9,711
Rock Island	6,937	21,205
St. Clair	20,180	37,694
Saline	5,588	9,331
Sangamon	19,228	32,355
Schuyler	10,573	14,685
Scott	7,914	9,070
Shelby	7,807	14,635
Stark	3,710	9,004
Stephenson	11,666	25,113
Tazewell	12,052	21,471
Union	7,615	11,782
Vermillion	11,492	19,801
Wabash	4,690	7,312
Warren	8,176	18,336
Washington	6,953	13,731
Wayne	6,825	12,233
White	8,925	12,403
Whitesides	5,361	18,740
Will	16,703	29,321
Williamson	7,216	12,205
Winnebago	11,773	24,492
Woodford	4,415	13,282
Total	851,470	1,711,753

INDIANA.

Adams	5,797	9,252
Allen	16,919	29,327
Bartholemew	12,428	17,945
Benton	1,144	2,814
Blackford	2,860	4,120
Boone	11,631	16,752
Brown	4,846	6,507
Carroll	11,015	13,489
Cass	11,021	16,843
Clark	15,828	20,506
Clay	7,944	12,160
Clinton	11,869	14,505
Crawford	6,524	8,205
Daviess	10,352	13,361
Dearborn	20,160	24,406
Decatur	15,107	17,294
De Kalb	8,251	13,880
Delaware	10,843	15,758
Dubois	6,321	10,394
Elkhart	12,690	20,991
Fayette	10,217	10,186
Floyd	14,875	20,182
Fountain	13,253	15,567
Franklin	17,968	19,950
Fulton	5,982	9,421
Gibson	10,771	14,532
Grant	11,692	15,779
Greene	12,313	16,042
Hamilton	12,684	17,310
Hancock	9,698	12,801
Harrison	15,286	18,421
Hendricks	14,803	16,953
Henry	17,605	20,118
Howard	6,657	12,524
Huntington	7,850	14,868
Jackson	11,047	16,288
Jasper	3,540	4,292
Jay	7,046	11,399
Jefferson	23,916	25,039
Jennings	12,096	14,754
Johnson	12,101	14,855
Knox	11,084	16,056
Kosciusko	10,243	17,424
La Grange	8,387	11,365
Lake	3,991	9,143
La Porte	12,145	22,921
Lawrence	12,097	13,693
Madison	12,375	16,514
Marion	24,103	39,858
Marshall	5,348	12,722
Martin	5,941	8,975
Miami	11,304	16,851
Monroe	11,286	12 848
Montgomery	18,084	20,889
Morgan	14,576	16,110
Newton	new	2,360
Noble	7,946	14,915
Ohio	5,308	5,462
Orange	10,809	12,076
Owen	12,106	14,376
Parke	14,968	15,538
Perry	7,268	11,840
Pike	7,720	10,079
Porter	5,234	10,314
Posey	12,549	16,166
Pulaski	2,595	5,711
Putnam	18,615	20,681
Randolph	14,725	18,997
Ripley	14,820	19,053
Rush	16,445	16,192
St. Joseph	10,954	18,455
Scott	5,855	7,304
Shelby	15 502	19,571
Spencer	8,616	14,556
Stark	557	2,195
Steuben	6,104	10,374
Sullivan	10,141	15,063
Switzerland	12,932	13,698
Tippecanoe	19,377	25,765
Tipton	3,532	8,171
Union	6,944	7,110
Vanderburg	11,414	20,554
Vermillion	8,661	9,423
Vigo	15,289	22,519
Wabash	12,138	17,547
Warren	7,387	10,057
Warrick	8,811	13,263
Washington	17,040	17,929
Wayne	25,320	29,558
Wells	6,152	10,884
White	4,761	8,263
Whitley	5,190	10,731
Total	988,416	1,350,941

IOWA.

Adair	new	984
Adams	new	1,533
Alamakee	777	12,236
Appanoose	3,131	11,933
Audubon	new	454
Benton	672	8,502
Black Hawk	135	8,244
Boone	735	4,231
Bremer	new	4,915
Buchanan	517	7,906
Buena Vista	new	57
Buncombe	new	.....
Butler	new	3,724
Calhoun	new	147
Carroll	new	281
Cass	new	1,612
Cedar	3,941	12,949
Cerro Gordo	new	940
Cherokee	new	57
Chickasaw	new	4,338
Clarke	79	5,427
Clay	new	52
Clayton	3,872	20,728
Clinton	2,822	18,938
Crawford	new	383
Dallas	854	5,244
Davis	7,264	13,764
Decatur	965	8,677
Delaware	1,759	11,028
Des Moines	12,988	19,612
Dickinson	new	180
Dubuque	10,841	31,165
Emmett	new	105
Fayette	825	12,073
Floyd	new	3,746
Franklin	new	1,309
Fremont	1,244	5,074
Green	new	1,374
Grundy	new	793
Guthrie	new	3,085
Hamilton	new	1,699
Hancock	new	179
Hardin	new	5,440
Harrison	new	3,623
Henry	8,707	18,700
Howard	new	3,163
Humboldt	new	332
Ida	new	43
Iowa	822	8,029
Jackson	7,210	18,494
Jasper	1,280	9,887
Jefferson	9,904	15,037
Johnson	4,472	12,572
Jones	3,007	13,305
Keokuk	4,822	13,284
Kossuth	new	416
Lee	18,861	29,232
Linn	5,444	18,950
Louisa	4,939	10,370
Lucas	471	5,766
Madison	1,179	7,338
Mahaska	5,989	14,816
Marion	5,482	16 815
Marshall	338	6,015
Mills	new	4,480
Mitchell	new	3,409
Monona	new	832
Monroe	2,884	8,611
Montgomery	new	1,256
Muscatine	5,731	16,444
Osceola	new	.....
O'Brien	new	8
Page	551	4,419
Palo Alto	new	133
Plymouth	new	148
Pocahontas	new	103
Polk	4,513	11,625
Pottawatamie	7,828	4,962
Poweshiek	615	5,670
Ringgold	new	2,923
Sac	new	246
Scott	5,986	25,960
Shelby	new	818
Sioux	new	10
Story	new	4,052
Tama	8	5,285
Taylor	204	3,589
Union	new	2,012
Van Buren	12,270	17,083
Wapello	8,471	14,518
Warren	961	10,282
Washington	4,957	14,233
Wayne	340	6,411
Webster	new	2,504
Winnebago	new	13,942
Winneshiek	546	168
Woodbury	new	1,119
Worth	new	756
Wright	new	653
Total	192,214	674,948

KANSAS.

Allen	.....	3,082
Anderson	.....	2,400
Atchison	.....	7,729
Bourbon	.....	6,102
Breckenridge	.....	3,832
Brown	.....	2,609
Butler	.....	437
Chase	.....	808
Clay	.....	163
Coffey	.....	2,842
Davis	.....	1,163
Dickinson	.....	378
Doniphan	.....	8,084
Dorn	.....	88

Douglas	8,637
Franklin	3,031
Godfrey	19
Greenwood	759
Hunter	158
Jackson	1,936
Jefferson	4,458
Johnson	4,363
Leavenworth	12,606
Linn	6,336
Lykens	4,980
McGee	1,501
Marion	74
Marshall	2,280
Morris	770
Nemaha	2,437
Osage	1,113
Otoe	238
Pottowatomie	588
Riley	1,225
Shawnee	3,513
Wabaunsee	1,964
Washington	383
Wilson	27
Woodson	1,488
Wyandot	2,609
Total	107,110

(To be continued.)

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations.

By M. Cezanne, Engineer des Ponts et Chaussees. Translated by J. Bennett.

The system of founding tubular piers by pneumatic fixtures is a happy imitation of a design conceived in 1841 by M. Triger for sinking a mine shaft in an island of the Loire, near Angers. It is but a few years since that it was adopted in England, and it has already met with many applications. Still, there are but few documents published upon the subject; and it is for this reason that I have undertaken to give an account of my own personal observations upon this matter.

The notice is divided into three parts:

The first contains a summary description of the bridge upon the Theiss, at Szegedin (Hungary), preceded by some indications of local circumstances. The second is devoted to iron arches. The third to tubular piers, and their pneumatic fixtures.

PART FIRST.

General Indications.—The South-east Austrian Railroad follows nearly the left bank of the Danube from Presbourg to Pesth. From this point, while the Danube bends to the south, the railroad is directed to the south-east, and terminates at a quay upon the Danube, which it meets again at Basias.

This trace necessarily encounters all the affluents of the left bank, between Presbourg and Basias. The crossing of the Theiss is effected at Szegedin, 2.17 miles below its confluence with the Maros, upon a bridge, which is the object of this notice. By an agreement, dated June 10th, 1856, between the Austrian company and the imperial government, was determined.

1st, The trace of the centre line of the bridge.

2d, The distance between the abutments at 186 klcfter, or 1,157 feet.

3d, The height of the rails above the highest water of 1855, to be 26 feet.

It obliged the company to construct a durable bridge, and to finish all the work by July 1st, 1859, and remitted them one-half the duty upon wrought and cast iron.

These conditions allowed a great latitude to the company; and the study of the local circumstances controlled their decision.

The Theiss rises in the Karpathian Mountains, near the frontiers of Moldavia, of Bulkowine, and Transylvania. After coursing a circuit of 172 miles in a valley which is only 338 miles long, it enters the Danube, not far from Belgrade. Its gentle slope as compared with other rivers is seen in the following table, taken from a pamphlet by M. Michel, upon the navigation of the Danube.

Table of Slopes of some Rivers.

Name of River.	Slope per 1,000 feet.		Difference between high and low water. Feet.
Danube	0.125	from Passau to the sea.	
	0.400	above Vienna	39.36
	0.043	in Hungary	29.52
	0 0534	from Rassowa to the sea.	18.68
Theiss	0.028	from Tibisca-Uhlak, near its source, to the Danube	
	0.0081	near the Danube	14.76
Rhone	1.456	at its outlet from Lernau	
	0.543	near Lyons	
	0.742	at Valence	
	0.288	at Tarascon	
	0.053	at Aries	
Rhine	0.554	23.2 at inlet of canal from Rhono to Rhine.	
Garonne	0.440	30.7 at Agen. 42.6 at Langons.	
Loire	0.390	30.3 at Nevers.	
Allier		20.8 at Moulins.	
Seine	0.100	25.5 at Paris.	
Nile	0.144	42.7 at Upper Egypt.	
Mississippi	0.058	21.6 at Cairo.	
Ohio		65.5 at Cincinnati.	

The velocity of the Theiss is generally from 0.98 feet to 1.96 feet at the surface; it attains, however, at Szegedin, 3.28 feet and 3.93 feet in high water.

The regime of the river is very regular. In spring the water rises slowly; it maintains nearly a constant level throughout the summer, and falls at the approach of winter. The minimum is always attained in the cold weather between October and March.

The highest water known, which was taken for a reference plane, occurred in April, 1855; the lowest water was observed in the winter of 1857-8, during the construction of the bridge; the difference was 26½ feet.

Hungary forms, between the Karpathes and the Danube, an immense triangular plain, which the Theiss traverses from the summit to the base, and which, in respect to public works, not many years since, was in a state of nature. The waters of the Theiss and of the Maros, at certain points, extended freely more than 43 miles from their beds, forming upwards of 247,114 acres of sorrily celebrated marsh.

One of the first essays for public improvement in Hungary was the formation, in 1846, of a vast syndicate of all the proprietors dwelling upon the Theiss and the Maros. A systematic regulation and endikement of the two rivers was undertaken. This work, interrupted for many years by the revolution, is now continued by the imperial government;* still, their effects are hardly appreciable, and it was admitted during the preparation of the project of the bridge, that there would be high water throughout the duration of the construction.

* The system adopted for this work consisted in substituting straight lines for the circuits of the river, and providing each bank with strong levees, 1,312 feet apart. It was hoped by these means to increase the slope of the river, and to preserve the plain.

The diversion of the river was effected by digging a narrow canal during the low water, when they commenced enlarging and establishing its bed. Some of these diversions succeeded, they being navigable, while the ancient bed is under cultivation; but many of them have been filled up each year by the freshets, and can only be maintained by costly dredging; and the river has been entirely choked more than twenty times without subduing the perseverance of the dredgers. The sluggish and muddy waters of the Theiss and the Maros have a prodigious depositing power. We have seen at Szegedin, a single freshet deposit in a few weeks a bed of clay several yards in depth, and completely efface an enormous trench, excavated most zealously by the population of the city, who sought in it a remedy against the inundations which they anticipated from the construction of the bridge.

When the water stood at 20.4 feet, the width of the river on the site of the projected bridge was 738 feet.

The section of the profile was 1,947 square yards. The delivery (calculated by the application of Eytelwein's formula to a great number of observations made with Woltmann's mill) was 1,406 cub. yds.

And, consequently, the mean velocity was 0.72 yds. or 2.16 ft.

There is no stone or lime in the neighborhood of Szegedin; within 30 and possibly 60 miles range, cannot be found a pebble the size of a walnut. The sand itself must have been brought from afar, the river usually depositing a muddy slime, or occasionally a very fine sand, ill suited for masonry. Wood only is abundant, though the plain is barren as far as the limits of the horizon. The river brings it from Transylvania; it is usually composed of the trunks of pine, of a soft and coarse fibre, but of considerable length and diameter.

Szegedin was, in 1856, the head of the South-east Railroad, and so communicated easily with Pesth, where the Danube brought stone; with Bohemia, where hydraulic lime was prepared; and finally, with France and England.

The low water being unusually, the Theiss is navigated at all seasons, except the icy, by steamboats from the Danube, and by large barges from 50 to 80 tons.

As for the bottom of the river, the soundings made in 1855 by the company showed, at the site of the projected bridge, an indefinite depth of very fine sand mixed with clay. It is easily undermined, but offers a certain resistance to compression.

General description of the Theiss Bridge.—The bridge at Szegedin is composed of eight rolled iron trussed arches of 136 feet span, supported by seven cast iron tubular piers, and two abutments in masonry, with one of which is connected a viaduct in masonry, with seven arches. The whole length of the structure is 1440.7 feet.

Arches.—The arches are parabolic in form; their sagitta is 16.84 feet.

Their springing is at 4.6 fdet above the highest water on record.

The height for free navigation under the arches is, consequently, 21.4 feet.

Each arch is composed of four rolled iron trusses, each bearing a line of rails, and connected with each other by different systems of strutting. The two trusses belonging to each track are spaced at 5.7 feet.

The axes of the tracks are 13.12 ft. apart. The platform is formed of oak cross beams, in section 9 ins. × 12 ins., and 28.5 feet long, spaced at 3.36 feet, and bolted upon the rolled iron trussea. These cross sleepers bear directly the four lines of rails, the joist flooring, and the hand railing which bears the electric telegraph.

The length of cross-pieces is produced to 30.58 feet, projecting beyond the piers, thus allowing a space of 2 feet for the safety of the guards. There is no ballast upon the platform.

Piers.—Each pier is formed of two cast iron columns, 9.84 feet in diameter, bearing each a track, and consequently spaced 13.12 feet from axis to axis. These columns, whose sides are 1.37 ins. thick, are filled with piles and beton, and are connected by wrought iron stays. Their feet are enveloped with an enclosure of piles and sheet-piling, provided with beton, and protected by an enrockment.

The column properly so called, is surmounted by a cast iron capital, and by a square body of wrought iron, upon which are bolted the cast iron shoes which receive the ends of the trusses. The two square bodies of the same pier are strongly connected together by a system of diagonal braces.

The junction of the square bodies and the capitals is concealed by a wrought iron cornice.

The columns descend about 39 ft. below the summer level, or, say, 29.5 ft. into the bottom of the river. The point of the interior piles penetrates 19.6 feet lower. Each pier is secured above by an ice breaker of oak.

The heads of the two neighboring piers are connected, and held at an invariable distance by the stringers of the trusses which they bear.

Abutments.—Upon the right bank, where lies the city of Szegedin, the earth is at the level of high water; the bank of the river is occupied below the bridge with merchandise platforms, and above by the city harbor. To maintain a communication between the harbor and these platforms, the abutment upon this bank has been prolonged by a viaduct. The first six arches are full centered, with a span of 18.53 feet. The last is surbased, and skewed 83°. It has in the axis of the bridge an opening of 31 feet. It is constructed in the helicoidal system.

The piers of the viadnct are of cut stone; the arches, spandrils, and return walls are faced with red and white brick.

The abutment proper is faced at the heads with cut stone, and with rustic-work at the four corners. In the interior of the mass, there are two modes of cut stone construction: one is in the form of an arch, and receives the springing of the iron arches; the other is composed of four walls stepped, starting from the rear summit of the abutment, and descending towards the springing of the arches. These walls each received a wrought iron mooring of the truss (2d part). The remainder of the abutment is built of rubble masonry. At the demand of the military engineers, two horizontal cast iron cylinders were imbedded perpendicularly to the axis of the bridge, serving the purpose of mining chambers.

Upon the left bank, there is no viaduct, and the abutment is connected with the embankment by return walls.

The two abutments are founded, in the same manner, upon a mass of beton, contained in an enclosure, and poured dry upon the piling designed to consolidate the bottom of the excavation.

There are 80 piles under the right abutment, and 120 for the total foundation of the left abutment; the heaviest loaded bear 88,000 lbs. Some were driven to an absolute refusal; the mean set was at 4-10ths inch for 10 blows of a ram weigh 2,200 lbs. with a fall of 19.6 ft. The beton is loaded at a maximum of 37.4 lbs. per square inch. The calcareous sandstone which receives the heels of the arches bore during the proof trial, 199.4 lbs. per square inch.

(To be continued.)

The Armstrong Gun and its Cost to the Government.

For two years Sir W. Armstrong has been superintending the manufacture of his gun, at an amazing cost to the nation, and he now tells us that during the same time he has been engaged in perfecting another invention, which is likely to supersede his first. Now, we have no hesitation in saying that the public interests have in this matter been trifled with. Millions of money ought not to be expended on Sir William's breech-loading gun unless it was supposed to be the most perfect that could be produced. But he could not have supposed it the most perfect, or why should he for two years have been engaged in perfecting another invention on another principle? He could not have had much confidence in his own invention or he would not, in so short a time, have attempted to supersede it. He has now presented the nation with his two guns. In which has he most confidence, and which does he recommend for the future? If he has the most confidence in the first, why introduce the second at the present moment? If in the second, who sanctioned the waste of public money in the costly manufacture of the first? This is a vital question and demands investigation. We suggested, a short time since, that a commission should be appointed, consisting of competent persons, to inquire into the fitness of the Armstrong gun. It is now more than ever necessary that some such tribunal should be constituted, as there is not merely a gun but guns to be inquired into. It is possible, and in fact likely, that when two or three or more millions are expended on the first Armstrong gun it will be found that it is not so efficient as the second or the third Armstrong gun. We may then be invited to begin *de novo* and once more reconstruct our artillery system. We consider it would be much better to bring the maturest thoughts and the ripest judgments to bear on the question at once and this may be done by appointing such a commission as we have recommended.—*London Mechanics' Magazine, May* 18.

Cape Cod Railroad.

The annual report of the Directors of the Cape Cod Railroad is in the hands of the printers. The result of the year's operation is very satisfactory. Besides paying expenses and interest on bonds, the liabilities of the company have been lessened about $37,000, thus totally extinguishing the floating debt of the corporation.

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New York, 1st June, 1859.

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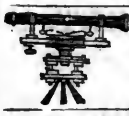
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Boston, Nov. 24, 1860. tf

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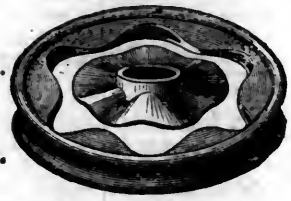
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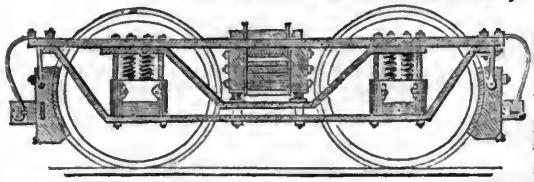
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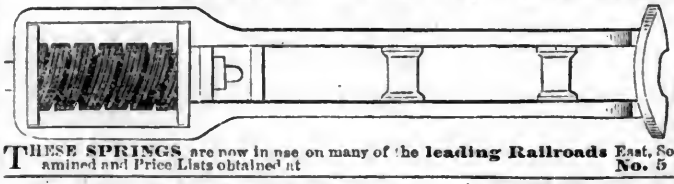
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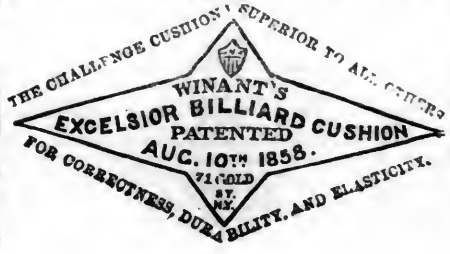
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WASHINGTON ARSENAL, December 10th, 1857.
COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
Washington, D. C.

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I am, sir, most respectfully, your obd't servant,
W. H. BELL, Major of Ordnance.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XVII., No. 29.] SATURDAY, JULY 20, 1861. [WHOLE No. 1,318. VOL. XXXIV

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY JOHN H. SCHULTZ, No. 9 SPRUCE ST.

New York, Saturday, July 20, 1861.

New War Inventions.

It is no part of an American's nature to long bemoan the ills that are past. There is too much elasticity of mind; and there is also a charm of novelty in the new condition of things, which in some measure compensates for past misfortunes. Inventors as a class, are perhaps in a better condition than any other body of men, to take advantage of the new demands that the war has necessitated. In the art of attack and defense, there is abundant opportunity for the inventor to display his skill. It brings to him a new and to the American inventor a somewhat novel field of employment, and while he reaps the fruit of his genius in a remunerative return for the product of his brains, others are incidentally benefitted by the bringing into the world of a machine or contrivance theretofore unknown. To how many men is given employment! How many hungry mouths are fed! How many soldiers carry to the camp the comforts of civilized life! How many are thus preserved from sickness and death to return again to their homes! And again, how much more certain and less bloody is war itself made, by the ingenious researches of the inventor!

The inventor should be regarded not merely in the light of a professional man at work for the purpose of securing a pecuniary profit, but as a public benefactor. It is true that all inventions are not useful, but when this is the case, the inventor loses his time, and the community nothing; when, however, one does prove useful, it is, in many instances, difficult to estimate its public value. In the new avenues of business which the inventor has already opened during the last few months,—in the new devices and contrivances for carrying on the war, all of which must be manufactured and made ready before they can be used—he has conferred an unusually acceptable benefit upon the community. Says a recent number of the *Scientific American:*

"There is an enormous demand for improved fire-arms, cannon, shells, projectiles, explosive grenades, and military accoutrements of all kinds. More than half of our patent department force is kept constantly employed on this class of inventions, and a great proportion of the applications for patents which have passed through this office within the last two months are on the following inventions, which, in the aggregate, pertaining directly and indirectly to the war, amounts to more than one hundred:—Improved breech and muzzle-loading cannon; mode of mounting and operating heavy ordnance; improvements in guns, pistols and locks; improvement in projectiles and shot, the number of the two latter being very large; improvement in bits for cavalry horses; improvement in stirrups; improvement in drinking cups and drinking tubes for soldiers; tents, camp beds and tables combined; epaulets and mode of fastening; modern portable huts for soldiers; military caps, combining lightness and peculiar shapes for protecting the wearer from the sun, etc. Some of these inventions have been already adopted, and the manufacturers are making money out of their contracts, while others are patiently waiting the action of the officials before whom their inventions have been submitted for examination."

An army is a vast body of men who are non-producers. Those who stay at home must supply their wants. They themselves are helpless; they depend upon us for food, for clothing, for all the conveniences which they are able to carry with them; and these, thanks to the inventive faculty of our people, are now very numerous. Mr. E. H. Hill, of Massachusetts, has recently patented a portable camp cooking apparatus. It moves on four wheels, has a large furnace which heats ovens and boilers, contains a table and kneading trough, and is so light that it can be easily drawn by two men. Of course, this is a great comfort and convenience to the soldier. It transports the kitchen to the camp, and, by its means, the server of his country may have his dinner ready cooked when he halts on a march instead of waiting to collect materials to build open fires and to cook his food in the old and inconvenient manner. A patent camp hut made of thin pine boards formed into panels, and fitting together by dovetail joints, intended principally for the use of the sick, has been invented by a Mr. Derrom of New Jersey. Tents for single soldiers, which may be carried in a knapsack have been invented. In another part of the JOURNAL will be found the decription of a flexible drinking tube and filter by means of which soldiers may drink the waters of springs without stooping; and at the same time the water is cleansed from all impurities.

But the engines of destruction form the most numerous branch in which the skill of inventors finds employment. Perhaps we are mistaken in saying that they are the most numerous; but they make the most noise, and readily force themselves upon our attention, while the others are more modest and peaceful; and when this is taken into consideration, the two branches may be found to be more evenly balanced.

Our readers have already heard of the Sawyer gun and ball, of Hotchkiss' rifled cannon ball, of breech-loading and muzzle-loading cannon and rifles, of steam cannon, of rifled cannon, of Dahlgren howitzers, of Rhodman guns, etc., etc., all of which have their especial merits as to power of execution. The Sawyer cannon ball, weighs forty pounds without the charge and contains a cavity to receive the three pounds of powder which constitutes the latter. Its shape is oblong, and pointed at the end in which is contained a quantity of fulminating powder; the ball, of course, invariably strikes end first, which explodes the ball, and carries death and destruction to every thing in its way. With only half the ordinary charge of powder the ball was carried over four and a-half miles.

The Dahlgren howitzer is the result of the observative experience of Captain John Dahlgren, in the Mexican war. They are small light guns

made perfectly devoid of ornament, weigh only 450 pounds, and carry a 12 pound ball. They are intended to be easily transported from vessels to the land and back again, with a view of operating against an enemy upon the sea coast. The government is having large quantities of them made.

The Phœnix Iron Company, near Philadelphia, is engaged in filling an order from the Government for 600 cannon of the Griffin rifle patent. These are made of rolled wrought iron, not forged as with other wrought iron guns. A three-pounder throws a ball 3½ miles; and from the fact of the gun being rolled hollow, it has been proved to have all the strength of the best bronze gun. Batteries of these guns are being made for the city of Philadelphia.

Mr. De Brame exhibited a short time since at the Polytechnic Association of the American Institute, a new and very novel cannon. It is a breach-loader, and the breach contains six chambers which revolve to the position opposite the barrel. The barrel is made of iron bars, some inches apart, and confined in their position by rings. This allows a ventilation which keeps the barrel cool, and it being rifled, the ball is found to be as well directed as in solid barrels.

Mr. George P. Brayton, of Providence, has invented a breach-loading cannon. A strong loop of wrought iron is attached to heavy trunnions on the upper and under side of the gun, and swings right and left. When swung to one side, the bore of the gun is exposed; and this being closed by a tight fitting breach pin, the loop is swung back over the pin, making all solid. One of the chief features of this invention is. that if it is necessary to abandon it to the enemy, it is rendered entirely useless by carrying off the breach pin.

The Rodman gun now at Fortress Monroe was cast at Pittsburg. It carries a ball 15 inches in diameter; is 16 feet long, 4 feet in maximum diameter, and weighs 49,100 pounds. It can be loaded and fired in 1½ minutes, and it is so nicely adjusted that six men can work it.

The Hotchkiss rifled cannon ball which has proved so effectual at Fortress Monroe, was patented in 1855 by Andrew Hotchkiss and repatented July 24, 1860, by B. B. Hotchkiss.

Mr. J. S. Smith has patented an invention for the more readily picking of cartridges. Mr. J. J. Hischbuhl has invented a spring pad for the purpose of closing tightly the touch-hole of the cannon after firing, and thereby preventing the premature discharge of the gun while in the act of loading. Mr. John Sigourney took out a patent in 1857 for a projectile for rifled cannon, which is supposed to combine simplicity and strength to a degree theretofore unattained.

These are but a few of the many inventions which are being daily issued by the Patent Office. The success which has followed the exertions of our men of genius in inventing articles calculated to develop the peaceful art of agriculture, now bids fair to attend the same exertions directed to the field of war. We hope the dawn of piece will, ere long, put an end to the necessity of the actual use of any of these life-destrying engines. But enough has already been done to show how readily our people adapt themselves to a new condition of things; and how fertile is the inventive faculty of the American nation.

City Passenger Railroads.

The track of the railroad from Brooklyn to Coney Island is now being laid. The road will extend through Water, Main, Prospect, Jay, Smith, 9th-street, 10th-avenue, 15th-street, to the Coney Island road, and thence to Wyckoff's Hotel, on the easterly end of Coney Island. The road is to be completed by the 20th of September. The entire length is about ten miles. The fare will be five cents to the city line, and thence to the end of the route fifteen cents. The cars are now being manufactured at Springfield, Mass. They are to be finished in the best manner, and to be replete with every convenience.

The Brooklyn City and Newton Railroad Company having obtained a charter from the Legislature last winter, and recently the assent of the Common Council, have commenced work upon the new route. The road will extend from Catharine ferry through Main street, Water street, Front street, Gold street, Bridge street, De Kalb avenue, Broadway, thence to the city line, and to the village of Newtown, in Queens County, a distance of about eight miles. The entire route is to be in running order about the middle of September.

The construction of a horse railroad, on the omnibus route between the Jersey City and Hoboken Ferries, has been commenced. It will be completed early in the Fall.

Eastern Railroad.

The Eastern Railroad Company of Massachusetts was chartered April 14, 1836, and the construction of the road was commenced in August following. The different sections of it were opened as follows: from East Boston to Salem, 13 miles, August 27, 1838; from Salem to Ipswich, 12 miles, December 18, 1839; from Ipswich to Newburyport, 9 miles, August 28, 1840; and from Newburyport to the New Hampshire State line, 10.2 miles, November 0, 1840. Total length of main line, 42.2 miles. Total cost to May 31, 1861, $3,125,124 77.

The Eastern Railroad Company of New Hampshire was chartered June 18, 1836. The construction of the road was commenced in 1839, and completed and connected with the Eastern Massachusetts Railroad November 9, 1840. It extends from the New Hampshire State line to Portsmouth, a distance of 16.6 miles. On the 2d of June, 1839, an act was passed authorizing the company to lease the road to the Eastern Railroad Company of Massachusetts for a term of 99 years from the 18th of February, 1840, the latter agreeing to keep the road in repair, operate it as a part of its own line, and pay to its stockholders the same dividends as to its own. The road is entirely managed by the Massachusetts Company, that of New Hampshire exercising no acts except such as are necessary to the maintenance of its organization. Its construction account at the close of the fiscal year, May 31, 1861, was $510,779 41. The share capital of the company, $492,500.

The Marblehead branch, Salem to Marblehead, 3 miles in length, was authorized in 1839, and completed in December of the same year. Its cost has been $55,843 05.

The Gloucester branch, Beverly to Gloucester, 13.1 miles in length, was authorized in 1845, and completed in December, 1847. Its cost has been $338,879 71.

The Salisbury branch, Amesbury to Salisbury, 8.8 miles in length, was authorized in 1845, and completed in January, 1848. Its cost has been $79,189 38.

The Saugus Branch Railroad Company was chartered in 1848. The road was completed early in 1853, and purchased by the Eastern Railroad Company, under the authority of an act of the Legislature passed April 30, 1852. The road is 8.4 miles in length, extending from South Malden to Lynn. Its cost has been $236,746 82.

The South Reading Branch Railroad Company was chartered in April, 1848, and the road completed Sept. 1, 1850. Its share capital, and equipment was purchased by the Eastern Company July 1, 1851, and since October 1st of that year have operated the road. It is 8.1 miles in length, extending from Salem to South Reading. Its cost has been $209,382 64. Share capital $209,533. Though owned by the Eastern Company, a separate organization is maintained, and a separate report made annually to the Legislature.

The Portland, Saco and Portsmouth Railroad Company was chartered March 14, 1837. The construction of the road was commenced in 1841, and the whole line opened for public use November 21, 1842. On the 28th of April, 1847, a contract was made between this company and the Eastern and Boston and Maine Railroad Companies, whereby the two latter took a lease of the road of the former for a period of 99 years, agreeing to maintain and operate the same, guaranteeing 6 per cent. annually on its cost, and sharing equally in the profits and losses growing out of the lease, excepting an allowance of 25 cents per passenger in favor of the company transporting such between the leased line and Boston. The earnings of the leased line have been sufficient to keep it in repair and pay the rent guaranteed. For the year just ended the Eastern Railroad Company's proportion of the surplus income has amounted to $19,000. The road is 51.30 miles in length. and cost, including equipment, $1,494,792.

The Essex Railroad Company was chartered March 7th, and organized May 29th, 1846, and the road was soon after placed under contract. The first section from Salem to South Danvers 1¾ miles, was opened Jan. 18, 1847, and the whole line to North Andover. 19.86 miles, in 1848. On the 31st of August, 1846, the road was leased to the Eastern Railroad Company for five years from the date of its completion, the latter agreeing to maintain and operate the same, charging therefor the average cost of maintaining and running its own and the Essex road, excepting the cost of the ferry; the lease to be binding on the Essex Railroad Company until the payment of its liabilities to the Eastern. The Eastern Company also guaranteed, and have paid, the interest on the 1st mortgage bonds of the Essex Company to the amount of $214,400, which fall due Sept. 1, 1861. The road has been run by the Eastern Company since its opening. The amount due from the Essex to the Eastern Company is $263,980 04, and interest secured partly by a first mortgage on the portion of the road from Salem to Danvers.

In 1852, measures were taken to change the entrance of the road into the city of Boston, avoiding the ferry at East Boston. The change was effected on the 10th of April, 1854, when trains commenced running to and from the Station on Causeway St. The new route makes use of the

portion of the Grand Junction Railroad between the Salem Turnpike and the crossing of the Boston and Maine Railroad, under a lease, extending 10 years from March, 1852, paying as rent the sum of $11,000 annually.

We have received a copy of the 26th annual report of this company for the fiscal year ending May 31, 1861, from which we learn that the receipts during that time were:

From passengers	$516,959 70
" freight	130,685 80
" parcel post and cars	12,243 73
" extra baggage	369 32
" U. S. mail	9,624 00
" miscellaneous	6,007 19
" property accounts, rents, etc.	8,615 33
	$684,685 07

And the expenditures were:

Coal, 5,205 tons	$30,017 95	
Wood, 2,629 cords	12,884 03	
Machine shops	2,080 69	
Maintenance of way	84,558 64	
Locomotive power	53,817 65	
Train expenses	73,245 34	
Office establishment	24,729 91	
Station expenses	54,226 36	
Mail expenses	1,199 68	
Insurance and taxes	9,334 54	
		346,094 79
Balance		$338,590 28
Rent of G'd Junction road	$11,000 00	
Interest paid and accrued	105,997 63	
		116,997 63
Net earnings		$231,592 65
The net earnings last year were		229,643 93
Decrease		$8,051 28

The surplus income from the Portland, Saco and Portsmouth Railroad might properly be added to the receipts of this company, which would make the gross receipts $703,685 07, and the net increase over last year $10,948 72.

The equipment of the road has been increased in value, and is believed not to be exceeded in completeness and efficiency by that of any railroad in New England. During the year, in addition to general and ordinary repairs, the company have built at their own shops one new engine, and substantially re-built another. Complete and thorough repairs have been made upon nine or ten more, putting new boilers into several, and adapting them to the burning of coal; so that all the principal traffic of the road both freight and passenger, is now moved by coal. One new engine has also been purchased, making 28 engines in all, and rendering the motive power ample for the prompt and economical transaction of business.

Two passenger cars have been rebuilt, and thorough repairs made on several others. Two smoking cars have been constructed from an old 16-wheel car. The number of passenger cars, including the two smoking cars, is now 47. One new baggage car, 32 new short box cars, and 15 long box cars have been built; and 5 platform cars and 4 hand cars re-built.

The equipment of the road now consists of 28 locomotives; 47 passenger, 13 baggage, 155 box, 73 platform, 17 cattle, 136 coal and gravel, 23 hand, and 12 rail and stone cars.

Constant attention has been given to the bridges, so as keep them at all times in a condition of absolute security. The company have laid down during the year 742 tons of new iron rails, of which 314 tons were laid on the main road, and 428 tons on the Gloucester branch. In addition to which 4,779 rails, equal to about 80 tons, have been put down, chiefly on the branches, turnouts, and less used portions of the road. These latter have been welded at the company's shops at Salem and Portsmouth. The number of sleepers used during the year was 29,917, besides 6,854 on the Essex road and 1,739 on the South Reading Branch. A new side track, 700 feet in length, with switches, has been put in at Wenham, and also new turnouts and side tracks at East Boston, Cliftondale, Lynn, and at the Salem Mill-pond.

The fuel account as compared with former years, when wood alone was used, shows a striking reduction of expenditure. It will be seen by the following table that the number of miles run by engines the past year has been greater than in former years, and yet the fuel has cost but $42,901 98, against $71,327 58 in 1858, which was the last year that wood was used exclusively.

The following statement will show the number of miles run by engines, the cost of fuel used, the cost per mile run by engines, repairs of engines, and cost per mile for the seven years ending May 31, 1861:

	Miles run.	Cost of fuel.	Cost of fuel per mile run. cents.	Repairs of engines.	Cost of rep'rs per mile run. cents.
1855.	404,776	$88,427	21.84	$27,179	6.71
1856.	360,551	87,268	24.20	34,446	9.55
1857.	380,403	82,700	21.74	35,447	9.32
1858.	366,582	71,327	19.45	26,892	6.34
1859.	410,997	60'635	14.75	26,035	6.33
1860.	422,321	47,735	11.30	29,497	6.97
1861.	456,825	42,902	9.38	29,011	6.35
Tot.	2,802,455	$480,994	.....	$208,509	....
Av.	400,350	68,713	17.159	29,787	7.033

The number of passengers carried the past year was 1,378,963; tons of freight carried, 112,091.

In reference to the payment of dividends, etc., the report says:

In our last annual report we stated that we had no reason to doubt that the stockholders might look with confidence for a dividend in January last, with the expectation of regular dividends thereafterwards. The ominous aspect of public affairs at the time of declaring the January dividend, seemed to render it discreet to begin and to keep our dividends at a rate which we could hope to maintain under adverse circumstances, and the unhappy civil war, in which the country is now involved, makes it still more advisable. We therefore declared a dividend of two per cent., and another for a similar amount at this time. These dividends, together with the amount of $75,000 for income bonds, due 1st December last—being rather more than two per cent. on the capital of both roads—have been paid out of earnings. The amount of income bonds that have been paid, make in fact the divided income of the railroad six per cent. for the year. The actual net earnings have been, as appears above, somewhat more.

In conformity with the recommendation of our report of last year, and the vote of the stockholders at the last annual meeting, we have issued bonds payable in 1872, fsr the purpose of refunding the bonds due in 1862, to the extend of $605,000, and the corresponding amount of bonds due in 1862 have been cancelled.

The remaining bonds due in 1862 will doubtless be exchanged, or we shall be prepared to pay them at maturity, from sales of bonds due in 1872. In fact we have been purchasing them as favorable opportunities offered.

The financial condition of the company in comparison with former years is highly favorable. We have no floating debt. Our bonded debt has been reduced by the payment of $75,000 of income bonds within the year, and the 1862 bonds are provided for or already exchanged—leaving the earnings of the road, after providing for the annual instalment of $75,000 of income bonds, applicable to the payment of dividends.

The receipts on the South Reading branch during the year were $16,237 61; and the expenditure $20,523 48—a loss of $4,285 87.

The receipts of the Essex Railroad were $76,470 35; and the expenses $51,398 75—net income $25,071 60.

The gross income of the branches was as follows:

	1860.	1861.
Gloucester	$63,286 95	$65,676 23
Marblehead	21,727 98	19,739 56
Salisbury	13,914 04	13,692 48
Saugus	111,279 80	115,725 99
	$210,208 77	$214,834 26

The financial condition of the company at the close of the fiscal year was as follows:

	Dr.
Cost of road and branches	$4,045,166 37
" equipment	315,165 00
Real estate	84,375 61
Due from Essex Railroad	264,102 34
Stocks	33,286 00
Notes receivable	32 009 02
Bonds	81,045 16
Cash	24,775 73
Baring, Brothers & Co.	36,909 00
Machine shop, stock, fuel, etc.	44,051 38
Boston and Maine Railroad	27,760 53
Balances due from agents	53,336 39
Trustees Great Falls Branch	3,647 51
	$5,045,630 04
	Cr.
Capital stock, 28,534 shares	$2,853,400 00
State of Mass.—$75,000 due each year after 1864	500,000 00
Bonds due in 1874	450,000 00
" " 1872	605,000 00
" " 1862	105,000 00
Income—$75,000 due each year until 1864	300,000 00
Balances due other roads	17,162 39
Coupons and dividends unpaid	6,447 00
Suspense account	24,147 60
Trustees Essex Railroad	4,133 92
Income " "	19,985 98
Profit and loss	118,754 54
Interest account	41,598 61
	$5,045,630 04

The bonded debt of this company now amounts to $1,960,000 and may be described as follows:

Massachusetts State 5 per cent. bonds, $500,000—dated 1st July, 1837, $100,000; 1838, $100,000, and 1839, $300,000; payable, principal in 20 years, and interest quarterly, 1st January, 1st April, 1st July and 1st October, in Boston. These bonds constitute the sole mortgage on the road. In 1856 an Act was passed by the Legislature, extending the time of payment, and making the capital payable in sums of $75,000 per annum after 1864.

Five per cent. bonds, $710,000—dated 1st July, 1852, and payable, principal 1st July, 1862, and interest semi-annually 1st January and 1st July in London. In 1861 these bonds were extended so as to be made payable in 1872.

Six per cent. bonds, $450,000—dated 1st August, 1854, and payable, principal, 1st August, 1874, and interest semi-annually 1st February and 1st August, in Boston.

Income 6 per cent. bonds, $300,000—dated 1st December, 1854, and payable, in sums of $75,000 annually on the 1st December; interest semi-annually 1st June and 1st Dec., in Boston.

Interest on all classes of bonds has been regularly paid.

To assist in the construction of the Great Falls and South Berwick Railroad, the Eastern Com-

pany guaranteed 1st mortgage bonds of that company to the amount of $60,000, bearing 6 per cent. interest, dated Sept. 1st, 1854, and payable Sept. 1st, 1864; interest payable 1st of March and Sept., at the office of the Eastern Railroad Company, by which it has been paid as it has fallen due.

The time for holding the annual meeting of the stockholders has been changed so as to take place on the second Monday in February, 1862, and the first Monday in February in every subsequent year. The following gentlemen have been re-elected directors for the ensuing year:

President—GEORGE M. BROWNE.

Directors—Samuel Hooper, Micajah Lunt, Franklin Haven, Nathan D. Chase, Wm. L. Dwight, Henry L. Williams, and George M. Browne.

Treasurer—J. B. PARKER.

Superintendent—J. PRESCOTT.

Area and Population of the United States.

(*From the Official Returns.*)

States and Territ'es.	Area, sq. m	1850.	1860.
Maine	31,766	583,169	628,276
New Hampshire	9,280	317,976	326,072
Vermont	10,212	314,120	315,116
Massachusetts	7,800	994,514	1,231,065
Rhode Island	1,306	147,545	174,621
Connecticut	4,674	370,792	460,151
N. E. or N. Eng. States	65,038	2,728,116	3,135,301
New York	47,000	3,097,394	3,887,542
New Jersey	7,320	489,555	672,031
Pennsylvania	46,000	2,311,786	2,906,370
Delaware	2,120	91,532	112,218
Maryland	11,124	583,034	687,034
Middle Atl. States	114,564	6,573,301	6,265,195
Dist. of Columbia	60	51,687	75,076
Virginia	61,352	1,421,661	1,596,083
North Carolina	50,704	869,039	992,667
South Carolina	29,785	668,507	703,812
Georgia	58,000	906,185	1,057,327
Florida	59,268	87,445	140,439
South Atl. States	259,109	3,052,937	4,490,398
Alabama	50,722	771,623	964,296
Mississippi	47,156	606,526	791,395
Louisiana	41,255	517,762	709,433
Texas	274,366	212,592	601,039
Gulf States	413,599	1,108,508	3,066,163
Arkansas	52,198	209,897	435,427
Tennessee	67,380	1,002,717	1,109,847
Kentucky	37,680	982,495	1,155,713
S. Interior States	157,258	2,195,019	2,700,987
Missouri	67,380	682,044	1,173,317
Kansas	78,418	.....	107,110
Iowa	55,045	192,214	674,948
Minnesota	95,274	6,077	162,022
Wisconsin	53,924	305,391	775,873
Illinois	55,410	851,470	1,711,753
Indiana	33,809	968,416	1,350,479
Michigan	56,451	997,654	743,112
Ohio	39,964	1,980,329	2,339,599
N. Interior States	535,675	5,403,595	9,044,213
California	188,981	92.597	380,015
Oregon	102,600	13,294	52,464
Pacific States	291.581	105,891	432,479
Colorado	105,818	.....	34,197
Dakotah	318,128	.....	4,839
Nebraska	122,007	.....	28,842
Nevada	45,812	.....	6,857
New Mexico	243,063	61,547	93,541
Utah	128,835	11,380	40,295
Washington	175,141	.....	11,578
Indian	71,127	.....	.....
Territories	1,209,931	72,927	220,149
Grand total U. S.	3,046,715	23,191,876	31,429,891

Railroad Earnings.

The earnings of the Milwaukee and Prairie du Chien Railroad, for June, 1861, were:

Passenger	$24,623 36
Freight	108,219 78
Mail and Express	2,362 38
Rents	2,341 00
Ferry	2,270 19
Total	$139,816 71
June, 1860	48,797 30
Increase June, 1861	$91,019 41
The receipts since Jan. 1, 1861, to June 30, 1861, were	439,413 59
Same time, 1860	263,002 31
Increase in six months	$176,411 28

The following are the earnings of the Great Western Railway of Canada for the week ending July 5, 1861:

Passengers	$15,282 08
Freight and live stock	12,746 66
Mails and sundries	1,471 90
Total	$29,500 64
Corresponding week of last year	28,444 97
Increase in 1861	$1,055 67

The receipts of the Grand Trunk Railway of Canada for the week ending June 29, were $59,409 05

Week ending June 30, 1860	55,760 61
Increase	$3,648 44
Total traffic from July 1st, 1860	$3,448,819 07
Corresponding period previous year	2,904,657 61
Increase	$544,162 56

The earnings of the Northern Railway of Canada for the week ending the 6th inst., were:

Passengers	$1,810 92
Freight	7,168 35
Mails and sundries	84 72
Total receipts for week	$9,064 00
Corresponding week last year	6,824 38
Increase	$2,239 62
Total traffic from 1st January, 1861	$210,177 46
Corresponding period of 1860	166,108 64
Increase	$44,068 82

The earnings by the Chicago, Burlington and Quincy Railroad Line in June were:

	1860.	1861.
Freight	$99,770 16	$111,727 00
Passengers	44,115 46	30,408 70
Mails & miscellaneous,	8,537 58	4,920 50
Total	$152,423 20	$147,056 20

The earnings of the Pittsburg, Fort Wayne and Chicago road in June, 1861, were	$206,373
June, 1860	165,795
Increase	$40,578
The earnings of the Erie Railroad for the month of June, 1861, were	$529,757 26
Earnings June, 1860	401,560 14
Increase	$28,197 12

Earnings of the La Crosse and Milwaukee Railroad for June:

	1860.	1861.	Increase.
Freight	$25,716 67	$75,489 02	$49,772 36
Passengers	12,937 17	27,003 75	4,066 58
Mail & misc.	2,136 18	5,509 93	3,333 75
	$50,780 02	$106,002 71	$57,222 69

The traffic receipts of the two railroads leading from Milwaukee to the Mississippi for the first six months of the present year, compare as follows with the first half of last year:

	La Crosse and Mil. R. R.	Mil. and P. du Chien. R'y.
Six months 1861	$440,466 30	$438,011 31
Six months 1860	284,758 22	263,012 21
Increase	$155,708 03	$174,999 10

Boat Building by Steam Machinery.

A company is about to be introduced for the application of the patents of Mr. NATHAN THOMPSON, an American engineer, for boat-building by steam machinery. This machinery is suitable for the construction of boats of every size and mould, and durability and safety are attained from the uniformity and perfection of the various fittings, while the saving in time and labor is extraordinary. The inventor has published testimonials from a large number of the principal persons in the United Kingdom connected with navigation and the working of elaborate constructive establishments, and these are all of the most unequivocal character as regards the value of the system both in a national and commercial sense. "A cutter 30 feet in length can," it is said, "be constructed and delivered perfect in every respect within a few hours after the order is received for it," and the Master Shipwright of Woolwich Dockyard, who was appointed by the Admiralty to examine and report on the method, has fully corroborated the opinions express by other authorities. The revolution which it is likely to create will, it is believed, be analogous to that effected in other departments of labor by the sewing machine, and the contrivances which have of late years multiplied the production of clocks and watches. In our Colonies and distant territories, where so much of the progress of each settlement depends upon the facilities for river and coast navigation, its advantages are likely also to be of especial importance."—*London Times.*

Chalco Railroad.

A charter has been granted to Sres. Arbeu and Co., by decree dated the 26th April, for the construction of a railroad from this city to Chalco, passing through Mixcoac, Coyoacan and Tlalpam. The charter provides for the sale of stock to the amount of two millions of dollars, in shares of one thousand dollars each, of which the government takes two hundred shares. Two months are given for the survey of the route and the presentation of the plans and estimates. Work is to be commenced on the road as soon as these plans are made satisfactory, and eight months after the commencement of work the road to Tlalpam is to be concluded. To facilitate the work the government is to give sixty thousand dollars on its stock as soon as operations are actually commenced.—*Mexican Extraordinary.*

Illinois Central Railroad.

Mr. JOHN M. DOUGLASS, of Chicago, has been appointed Resident Director of this road, to fill the vacancy made by the resignation of Gov. BANKS. MR. DOUGLASS has been connected with the company, as counsel, for eight years past. The appointment is spoken very highly of by the Press in Illinois.

The Cape Cod Canal.

The committee on the Cape Cod Canal, after examining several routes, conclude to adopt the one west of Sagamore Hill in West Sandwich, running near Herring Pond, Indian Village, thereby avoiding the deep, muddy marshes. The deepest cut through the route is fifty-four feet seven inches, which is not objectionable, the larger portion extending through a natural valley. The canal will be about 7½ miles long more than half a mile shorter than other proposed routes. The width will be 150 feet, all stoned. The engineers will shortly commence their survey in order to estimate the cost of the undertaking.—*Bristol Co. Republican.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,415,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
... ... '59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
... ... '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '59	30.0	—	.....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	845,961	904,569	225,786	13m	.....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,007,928	1,400,993	711,359	4,631,240	3,168,000	170,000	8,701,628	210.0	.....	1,233,708	453,141	.....	58
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	36
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	.....	64
... ... '57	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66⅔
... ...	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
... ...	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
... ...	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
... ...	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
... ... '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,689	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
... ...	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
... ...	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
... ...	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	.....
31 Dec. '60	78.0	—	.....	—	...	...	.....	Jeffersonville	1,554,732	*	278,334	1,015,907	723,000	5,900	2,182,003	108.0	329,461	302,006	112,797	—	.....
... ... '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
... ... '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
... ... '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
... ...	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
... ... '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
... ... '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	— }	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
... '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
... ...	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
... ...	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	.....	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	—	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	.....	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	39½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	20	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	6	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,164	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	—	.....	120.7	.....	719,234	367,083	2	65
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	97½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,096	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	—
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	102½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,499	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	386,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	12½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	110
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jnn. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,067,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	14½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	629.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	—	—	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,016,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
1 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
1 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	3,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	116
1 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	154,902	—	—
1 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
1 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
1 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
1 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
1 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
1 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
1 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
1 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	.....
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	—	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	34
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	75
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	23
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,660	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	97
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
1 Jun. '61	109.2	79.4	—	—	32	52	430	Cleveland and Toledo	7,192,232	*	—	5,343,812	3,848,420	196,000	7,388,232	188.6	—	920,000	128,000	—	25
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,561	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	63,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	65
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	75
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.8	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,969	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	75
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,960	1,125,000	26,057,991	151.4	—	3,312,546	858,597	—	39½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	48,677	1,238,597	471,712	6½	35½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars Passenger.	Equipment. Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,832	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	....
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	8½	....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	....	.....	96,227	54,582	....	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,578	238,420	860,339	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	....
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	—	—	....	Lanrens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	166,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	....
1859	.....	—	....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,500	.....	50.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
— — '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,619	—	....
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	.....	23.7	47,950	45,930	8,522	—	....
31 Aug. '60	54.0	10.5	....	—	—	—	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
25 Mar. '59	199.8	—	....	—	—	—	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	....
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '60	191.9	42.5	28.3	—	—	—	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	14
— — '57	50.0	—	....	85.0	—	—	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
1 Jan. '58	104.0	—	....	38.8	—	—	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	81,045	—	....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	....
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	....
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	....
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	....
31 Dec. '60	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	.....	.....	—	....
								NOVA SCOTIA.													
— — '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	....
								NEW GRANADA.													
31 Dec '60	48.7	—	....	—	....	....	....	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	12	102

New York Stock Exchange.

Sale Prices for the week ending July 17, 1861.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	82	----
U. S. 5s, 1874	82	81	81¼	81½	80	80½
U. S. 5s, 1865	----	----	88	88	----	----
U. S. 6s, 1881	88	88	88	88¼	88¼	88½
U. S. 6s, 1868	----	----	----	90	----	----
Treas. 12 p. c. notes	----	----	102⅝	102	----	----
" 5 " 2 years	----	----	99	99	----	----
" 6 " "	----	----	----	----	99¼	----
State Stocks:—						
California 7s	76	----	76¼	----	76¾	76⅝
Georgia 6s		62	----	----	70	----
" 5s		----	----	----	70	----
Illinois 6s	81¾	----	----	----	80	----
Indiana 5s		----	----	----	77	----
" 2½s		----	----	----	----	----
Kentucky 6s		73	----	----	78	----
Louisiana 6s		----	----	56½	56	56½
Maryland 6s		----	----	----	----	----
Michigan 6s	79	79	----	----	----	80
Minnesota 8s		----	----	----	----	----
Missouri 6s	42¼	43¼	43	42⅝	43½	45
" 5s		----	----	----	43½	----
Do. 1ss. to Ill.& St.J.R.		53	----	52½	52	----
New York 7s, 1870	105	105	105½	----	----	----
" 7s, 1864		----	----	----	102	----
N. Y. Central, 6s		----	----	92½	93	93
North Carolina 6s	54	56	62	60½	----	57
Ohio 6s, 1860		----	----	----	91	90½
Tennessee 6s, 1890	44	45	44½	44	44½	45
Virginia 6s	48	48	48	48½	48½	47½
Railroad Shares:—						
Chicago, Burl. and Q.	58	60	55	65	62	63
Chicago and Rock Isl.	37	38½	39	41	42½	45
Clev., Col. and Cin.		----	----	98	----	----
Clev., Painesv.& Asht.		----	----	----	----	----
Clev. and Pittsburg		8	----	8	----	----
Clev. and Toledo	27	27	27½	29¾	30	32
Del., Lack. and West.		----	----	----	----	----
Galena and Chicago	65½	64½	64¾	66½	66½	66⅝
Hudson River	35½	36	35⅝	36⅝	37⅛	37⅛
Illinois Central (scrip)	69	67⅛	68	69	69½	70
Indianapolis and Cinc.		----	----	----	----	----
Michigan Central	45	44⅛	44½	44⅛	46	46
M. S. and N. I. guar'd,	29½	28¾	27	----	30⅛	31
M. S. and N. I.	14	13⅛	13⅜	14	14¼	15
Mil. and P. du Chien		----	----	14	14½	----
New Jersey Central.		----	----	110	----	----
New York Central	76½	75½	76½	77½	78	79⅜
Erie	23⅛	23⅛	23½	24	26½	29
Erie pref.		----	40	41	----	----
N. York and Harlem	10½	10⅛	10½	10½	11	11½
N. Y. and H. "pref."	23	25½	----	25⅛	28	27½
Panama	110	110	----	110	110	111
Phila. and Reading	37½	37½	----	37½	39½	39½
Stonington		----	----	----	60	----
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.		----	----	----	----	----
Chic. and N.W. 1st M.	38¾	39	36½	----	39½	40
" " 2d M.	14	----	14	----	15	----
" " S. F.		82	78½	83	80	84
Cl. & Tol. S.F. 7 p.c.'85	73	----	76	----	73	----
D.L.&W.1M.8p.c.'71-5		----	95	----	----	----
" 2M.8p.c.'81		----	----	----	----	----
Gal.and Ch.1M.8p.c.'63		----	99	----	----	----
" 2M.8p.c.'75		----	90	93	----	----
Hann. & St.J. 1 M. 8s		----	----	----	----	----
Hudson R. 1M.7p.c.'69		105	103½	----	106	----
" 2M.7p.c.'60		----	----	----	----	----
" 3M.7p.c.'75	79	----	76	----	80	----
" sink. fund		----	----	97½	----	----
Illinois Centr.7 p.c.'75	92	92	----	92½	92	92
" " 6p.c.'75	92	92	----	----	92	92
" " scrip		----	----	69	69½	----
L. Erie & Wab. 1 M.		60	----	----	60	----
" " 2 M.		28	----	----	----	----
Mich.Cen.S.F.8 p.c.'82	93½	----	93¾	94	95	----
" conv.8p.c.'69		----	----	----	----	----
Mich. Southern 1st M.		79½	77	----	----	----
" " 2d M.	59	----	55	----	----	----
" " S. F.	73½	73	72	----	----	73
M.S.& N.I. 1 M. S. F.		----	----	----	----	----
" 2 M.8p.c.'77		----	----	----	----	----
Northern Ind. 1 M.		----	77	80	----	----
" " 2 M.		----	----	----	----	----
N. J. Central 1st M.		----	----	----	105	----
N.Y.C.6p.c. certif.'83	92	92	89⅛	92½	93	93
" 1 M. 7 p.c.'64	97	----	98	----	96½	98
" bonds 1876		----	----	----	102	----
N.Y.&E. 1 M. 7 p.c.'67		----	102	----	----	----
" 2 M. 7 p.c.'64		----	97	----	----	----
" 3 M. 7 p.c.'83		----	82½	----	----	----
" 4 M. 7 p.c.'80		----	----	72	73	----
" 5 M. 7 p.c.'83		----	72	----	----	----
" conv.7p.c.'62		----	56	----	56	----
" " 7p.c.'71		----	56	----	57	----
" S. F. '75	56	----	56	----	----	----
N.Y. & H.1 M.7p.c.'73	96	96	94½	----	----	----
" 2 M. 7p.c.'64		----	93	----	----	----
" 3 M. 7p.c.'67		----	68	----	----	----
Penn. 1M.7p.c.conv.'88		----	----	----	----	----
" 2 M. 6 p.c.st'g '75		----	----	----	----	----
Ph. and Read. 6 p.c.'60		----	----	----	----	----
" " 6 p.c.'70		----	----	----	----	----
T. H. and A. 1 M. 8s'72		----	----	----	----	----
" " 2M. 8s'70		----	----	----	----	----
Miscellaneous:—						
Del. and Hud. C. Co.		83	80	84	86	----
Cumberland Coal Co.		----	----	----	6	6
Penn'a Coal Co.	79	78	78¼	78	80	----
Pacific Mail S. S. Co.	77½	75	72½	73	74	75½

The following are the closing prices in the London Market on the 29th June:

United States 5 p. c. red. '74	70	to	72
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	82	to	84
Do. $100 shares, $80 p'd.	59	to	61
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	80	to	82
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares		to	..
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	87	to	90
Do. 7 per cent. (sinking f.) 1876.	91	to	93
Do. $100 shares	68	to	70
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1869	90	to	92
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	20½	to	21½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	84	to	86
Do. 2d mort. 6 per cent. sterling	80	to	82
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, July 20, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The favorable reports from the Seat of War, combined with the abundance of money, has caused a very strong upward movement in all kinds of securities. The improvement perhaps is most marked in Federal and low priced State stocks. Such has been the excessive depreciation in prices, owing to the war and to the complications growing out of it, that there is great margin for a rise, as soon as the General Government shows itself able to asserts its authority and restore order. The continued importation of gold has reduced the price of money to the lowest rate of interest. The vast expenditures of the Government do not seem to have any influence unless to make money cheaper. There is but little demand for the ordinary operations of business.

Crops in every quarter are most abundant; that of wheat bids fair to be in excess of the great crop of last year. There will be an immense surplus for exportation. Unfortunately for ourselves, the crops in England and Western Europe are equally good with our own, which must have the effect to make prices rule very low for the coming year. The earnings of our railroads continue to be large, considering the condition of the country. The receipts, however, are chiefly from the transportation of produce, there being very little movement of general merchandise or persons except the military.

The Cleveland, Columbus and Cincinnati Railroad Company have declared a semi-annual dividend of 5 per cent., payable Aug. 1. Stockholders registered in New York will be paid at the office of the U. S. Trust Co., 48 Wall St.

The Connecticut River Railroad Company have declared a dividend of 3 per cent., payable Aug. 1.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of 5 per cent., payable Aug. 1.

The interest on the 1st mortgage bonds of the Hudson River Railroad Company will be paid Aug. 1.

The Illinois Central Railroad Company have decided to receive corn in payment of land notes at the market value in Chicago, less freight. The heavy losses of the farmers upon their wild cat bank notes have rendered payment in money, in many cases, impossible; but the country is full of corn, and land notes can be paid in this currency with facility.

The Cincinnati and Chicago Air Line Railroad has been formally opened by the running of an excursion train from Chicago to Cincinnati, making the trip in eleven hours.

The war loan of a million of dollars, Massachusetts 6 per cents. was taken at ½a1 per cent. premium.

A new survey of the line between Fall River and Newport has just been completed, and some alterations will be made from the route originally proposed. The work will soon be commenced, and prosecuted with vigor.

Michigan Central Railroad.

This company was chartered on the 28th March, 1846, with a share capital of $5,000,000, with authority to increase the same to $8,000,000, and to purchase the railroad partially completed by the State, having a similar title. The construction of a railroad from Detroit to St. Joseph, on Lake Michigan, was commenced by a private company, chartered in 1831, which, up to 1837, had expended on the work $116,902. In 1837 the State having undertaken an elaborate system of internal improvements, assumed the construction of this line (which formed a part of the system) and opened the first section from Detroit to Ypsilanti, 29.4 miles, in January 1839. The road was extended to Ann Arbor, 8 miles, in October, 1839; to Dexter, 9.5 miles, in July, 1840; to Jackson, 28.7 miles, in January, 1842; to Marshall, 31.7 miles, in August, 1844; to Battle Creek, 12.9 miles, in November, 1845, and to Kalamazoo, 22.8 miles, in March, 1846—in all 143 miles. The State then becoming embarrassed, the road was sold to the present company. It was cheaply constructed, after the fashion of the times, with a flat rail laid upon longitudinal sills. The State expended upon the work about $2,500,000.

The company took possession of the road on the 23d September, 1846, and immediately provided the means for its extension westward to New Buffalo, on Lake Michigan, a distance of 74.8 miles, and for the re-construction of the portion already opened. The graduation of the new line was commenced in March, 1847, and the different sections opened as follows:—from Kalamazoo to Paw-Paw, 16.3 miles, in July of the same year; to Decatur, 7.7 miles, in August; to Dowagiac, 11.1 miles, in September; to Niles, 12.5 miles, in October, 1848, and to New Buffalo early in the spring of 1849.

From New Buffalo the road was extended to Michigan City, 9.6 miles, on the 30th October, 1850. Upon reaching the Lake, communication was had with Chicago by means of steamboats. The road was finally constructed into Chicago on

the 21st April, 1852. That portion of the line west of Michigan City, and in the State of Michigan, was constructed nominally by the New Albany and Salem Railroad Company, under the authority given to that company to construct branches—the State refusing to give authority for this purpose to the Michigan Central Company. For the Illinois portion of its line the Illinois Central Railroad was used under a perpetual agreement therefor. In Chicago its station is occupied and owned in connection with the Illinois Central and the Chicago, Burlington and Quincy Railroad Companies.

SHARE CAPITAL—Authorized, $8,000,000.
" Paid in, $6,057,784.

FUNDED DEBT—$7,968,489: classified as follows:

1st Mortgage, 6 per cent. sterling bonds (not convertible), $467,489—issued 1st July, 1852, and payable, principal 1st July, 1872, and coupons semi-annually, 1st January and 1st July, in London, England.

1st Mortgage, 8 per cent. sterling bonds (convertible), $500,000—issued 1st September, 1854, and payable, principal 1st September, 1869, and coupons semi-annually, 1st March and 1st Sept., in London, England.

Eight per cent. bonds (not convertible), $250,000—dated 1st October, 1850, and payable, principal 1st October, 1860, and coupons semi-annually, 1st April and 1st October, in New York City or Boston.

1st Mortgage, 8 per cent. bonds (convertible), $2,598,000—issued 1st September, 1854, and payable, principal 1st September, 1869, and coupons semi-annually, 1st March and 1st September, in New York City or Boston.

1st Mortgage, sinking fund, 8 per cent. bonds (convertible), $4,153,000—issued 1st Jan., 1858, and payable, principal 1st Jan., 1882, and coupons semi-annually 1st Jan. and 1st July, in New York City or Boston.

FLOATING DEBT—$125,000, being bills payable.

INCOME ACCOUNT
for the year ending 31st May, 1861.

Earnings—		
Passenger—way	$357,910	
" through	417,318	
		$775,228
Freight on wheat and flour	$344,157	
" other tonnage	874,029	
		1,218,186
Miscellaneous		64,637
Total		$2,058,052
Disbursements—		
Operating expenses		$1,137,724
Balance		910,770
Total		$2,058,052

PROFIT AND LOSS ACCOUNT
for the year ending 31st May, 1861.

Receipts—	
Balance from 1859-60	$78,206
Receipts from earnings 1860-61	2,048,493
Total	$2,126,699
Disbursements—	
Operating expenses	$1,137,724
Payment to Sinking Fund No. 1	60,000
" " " No. 2	24,000
Interest and exchange	684,328
Balance to new account	38,434
Dividend 3 per cent.	181,113
Total	$2,126,699

Length of road—Detroit to Chicago.. 284.8 miles.
Second track, none. Sidings, turn-outs, etc., 28.4 miles.
Leased road—Joliet and Northern Indiana Railroad .... 44.5 "
Total length of road operated by company .... 329.3 "

GENERAL ACCOUNT, 31st MAY, 1861.

	Dr.		Cr.
Construction No. 1—purchase of road	$2,000,000	Share capital	$6,057,784
" No. 2—expenditure since	10,487,238	6 p. c. stg. 1st mort. bonds (unconv.)	467,489
Cash on hand	26,080	8 p. c. stg. 1st mort. bonds (convert.)	500,000
Accounts and bills receivable	148,629	8 p. c. bonds (unconvertible)	250,000
Assets in hands of General Receiver	9,203	8 p. c. 1st mort. bonds (convertible)	2,598,000
Assets in hands of General Superintendent	30,022	8 p. c. 1st mort. sinking fund bonds (convertible)	4,153,000
New Albany and Salem RR. Co. stock.	609,764	Balance of income account	38,434
Joliet and N. Ind. RR. Co. stock	168,225	Unpaid dividends	1,942
" " " construction.	40,768	Bills payable	125,000
Steamboats	311,720		
Total	$15,191,649	Total	$14,191,649

ABSTRACT OF GENERAL ACCOUNT FOR SEVEN YEARS.

	1854-5.	1855-6.	1856-7.	1857-8.	1858-9.	1859-60.	1860-1.
LIABILITIES—	$	$	$	$	$	$	$
Share capital	6,021,916	6,033,432	6,058,092	6,057,840	6,057,840	6,057,820	6,057,784
1st mt. 6 p. c. stg. b'ds (unconvertible)	463,613	463,613	463,613	463,613	467,489	467,489	467,489
1st m. 8 p. c. st. bds (con)	500,000	500,000	500,000	500,000	500,000	500,000	500,000
8 p. c. bds (unconv.)	1,442,450	1,054,450	937,950	503,950	258,000	250,000	250,000
1st m. 8 p. c. bds (con)	3,188,000	3,390,000	3,835,000	3,991,000	3,831,000	3,122,000	2,598,000
1st mt. 8 p. c. skg. f'd bonds (convertible).	.....	.....	.....	2,825,500	3,128,000	3,575,000	4,153,000
Balance of inc. acc't.	236,737	466,761	564,803	87,419	108,975	78,205	38,484
Unpaid dividends	.....	2,920	704	513	495	380	1,942
Bills payable	315,223*	1,098,760	1,459,824	118,576	.....	90,782	125,000
Total	12,163,939	13,009,936	13,910,986	14,548,411	14,351,799	14,141,676	14,191,649
ASSETS—							
Construction No. 1	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Construction No. 2	8,300,147	9,106,473	9,848,957	10,847,238	10,847,238	10,847,238	10,847,238
N. A. & S. RR. stock.	598,764	609,764	609,764	609,764	609,764	608,764	609,764
Ill. Cen. RR. bonds	800,000	200,000	.....	.....	.....	.....	.....
Jol. & N. Ind. RR. st'k.	.....	114,914	186,842	168,225	168,225	168,225	168,225
J. & N. Ind. RR. const'n.	.....	.....	.....	38,601	40,868	40,768	40,768
Steamboats	343,880	311,700	311,720	311,720	311,720	311,720	311,720
Other assets	120,148	667,085	953,703	572,853	374,084	163,961	213,934
Total	12,163,939	13,009,935	13,910,986	14,548,411	14,351,789	14,141,676	14,191,649

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Year ending 31 May.	Cost of road, etc.	Mileage.	Gross Earnings. Pass'ger.	Freight.	Mails.	Total.	Operating expenses.	Earnings less exp.	Div. Am't.	p. c.
1847 †	$2,000,000	143.1	$60,760	$146,952	$1,588	$209,200	$86,167	$ 123,133	$100,751	8
1848 ‡	3,777,649	159.4	152,053	234,649	14,354	401,047	201,858	199,189	176,000	8
1849	5,584,022	217.9	197,767	214,439	15,223	427,429	239,234	188,195	176,000	8
1850	5,068,494	217.9	368,437	279,411	44,124	691,972	301,649	390,323	190,368	8
1851	6,339,666	227.5	490,120	408,449	48,778	947,347	341,665	605,682	230,544	9
1852	8,156,700	284.8	581,477	412,438	76,033	1,069,948	404,747	665,201	404,138	14
1853	8,351,452	284.8	589,489	504,956	59,216	1,153,661	566,722	585,939	320,000	8
1854	9,272,949	284.8	855,918	673,020	50,475	1,579,413	903,944	675,469	388,536	8
1855	10,644,027	284.8	1,246,409	900,446	68,429	2,215,284	1,335,627	879,657	581,840	10
1856	11,418,173	284.8	1,497,855	1,209,925	92,663	2,800,443	1,571,818	1,228,625	663.455	11
1857	12,160,677	284.8	1,610,416	1,413,492	80,695	3,104,603	2,083,199	1,021,404	605,710	10
1858	13,158,958	284.8	1,321,039	1,033,748	73,970	2,428,757	1,531,218	897,539	.....	..
1859	13,158,958	284.8	933,609	831,435	68,085	1,838,129	1,072,733	765,396	.....	..
1860	13,158,958	284.8	803,508	962,622	66,815	1,832,945	1,077,483	755,462	.....	..
1861	13,158,958	284.8	800,950	1,171,735	75,809	2,048,494	1,137,721	910,770	181,713	3

* Balance between bills payable and bills receivable: in following years bills payable.
† Seven months and eight days' operations.
‡ Thirteen months' operations.

NUMBER OF MILES RUN BY LOCOMOTIVES FROM 1853 TO 1861 INCLUSIVE.

Years.	Pass'r trains.	Freight trains.	Working trains.	Total mileage.	Years.	Pass'r trains.	Freight trains.	Working trains.	Total mileage.
1852-53	375,125	331,167	197,054	903,346	1857-58	676,080	503,923	108,041	1,288,044
1853-54	550,000	450,000	150,000	1,150,000	1858-59	631,769	448,361	107,813	1,187,948
1854-55	652,979	503,909	135,851	1,292,739	1859-60	582,638	450,449	123,016	1,156,103
1855-56	804,161	621,508	151,202	1,576,871	1860-61	522,115	545,883	163,265	1,231,263
1856-57	795,441	740,716	143,031	1,679,188					

FREIGHT TRANSPORTATION.

Year.	Tons of freight carried.	Earnings from Freight. Wheat & flour.	Other freight.	Total.	Year.	Tons of freight carried.	Earnings from Freight. Wheat & flour.	Other freight.	Total.
1846-47	32,178	$111,165	$35,787	$146,952	1854-55	241,825	$208,661	$696,785	$900,446
1847-48	45,918	137,902	96,747	234,649	1855-56	231,293	141,276	1,068,649	1,209,925
1848-49	59,194	113,112	101,327	214,439	1856-57	328,939	206,901	1,206,591	1,413,492
1849-50	81,066	132,679	146,732	279,411	1857-58	276,294	281,738	752,010	1,033,748
1850-51	134,208	239,298	169,150	408,448	1858-59	235,123	169,540	661,895	831,435
1851-52	123,127	186,161	226,277	412,438	1859-60	295,276	224,036	738,586	962,622
1852-53	161,226	180,970	323,986	504,956	1860-61	378,570	334,157	874,029	1,218,186
1853-54	216,560	201,513	471,507	673,020					

PASSENGER TRANSPORTATION.

Year.	Number of Passengers. Local.	Through.	Total.	Earnings from Passengers. Local.	Through.	Total.
1846-47	34,647½	.....	34,647½	$60,670	$.....	$60,760
1847-48	65,363	14,368	79,731	94,581	57,472	152,053
1848-49	78,254½	17,815½	96,070	126,505	71,262	197,767
1849-50	97,082	55,590	152,672	169,889	198,548	368,437
1850-51	117,976½	73,875	191,851½	199,603	290,517	490,120
1851-52	133,972	87,227½	221,199½	215,576	365,901	581,477
1852-53	170,059½	77,492½	247,552	269,349	320,140	589,489
1853-54	245,028	112,908	357,936	377,151	478,767	855,918
1854-55	345,138½	158,635½	503,774	539,017	707,392	1,246,409
1855-56	389,510	161,270	550,780	597,329	900,526	1,497,855
1856 57	406,600½	187,029½	593,630	602,993	1,007,423	1,610,416
1857-58	307,272	154,684½	461,956½	452,870	868,169	1,321,039
1858-59	269,358	92,169	361,527	378,979	560,630	938,609
1859 60	251,755	72,666½	324,421½	361,556	451,952	803,508
1860-61	262,665	65,110	327,775	357,910	417,318	775,228

PRINCIPAL ARTICLES OF FREIGHT MOVED ANNUALLY.

Articles.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Barley, bush.	44,676	35,777	29,160	25,230	22,023	22,977	24,478	128,615
Beef, bbls.	2,625	4,474	7,773	1,814	11,380	3,297	22,420	18,460
Corn, bush.	377,257	790,979	495,802	667,971	244,691	307,867	322,269	601,635
Flour, bbls.	387,764	366,220	319,722	371,734	519,455	383,623	514,224	691,844
Hides, tons	529	481	612	910	1,336	1,866	1,887	2,112
Iron and nails, tons	4,658	8,422	4,674	5,757	3,374	3,550	3,427	3,778
Lumber, M feet	14,440	14,975	18,824	23,758	17,220	14,625	18,711	19,265
Oats, bush.	283,276	422,697	193,753	277,711	284,921	98,218	293,697	271,695
Pork, bbls.	25,172	18,393	11,979	12,603	24,112	24,467	19,432	32,115
Pork in hogs, tons	2,509	4,620	7,775	2,522	2,712	2,397	3,821	7,948
Salt, bbls.	21,705	27,453	24,527	23,636	24,931	28,768	30,415	24,685
Wheat, bush.	1,275,394	1,077,257	582,542	1,099,080	1,084,465	755,961	930,211	1,498,898
Whiskey, bbls.	5,593	7,038	4,888	8,686	7,455	5,778	5,399	8,708
Neat cattle, No.	7,238	12,109	26,840	45,740	33,590	28,994	33,646	60,857
Horses, No.	1,647	3,530	4,002	3,775	1,517	1,039	1,171	913
Hogs, No.	15,165	37,051	169,955	243,065	125,106	130,005	73,808	61,170
Sheep, No.	10,432	11,323	11,830	19,320	11,057	6,117	11,611	18,491

*STATEMENT *showing the income of the Michigan Central Railroad and the objects to which the same has been applied, from* 1846 *to* 1861.

Year ending 31st May,	Income includ. balance from previous year.	Annual expenses for year.	Interest and exchange.	Payments to sinking funds.	Amount of dividends declared.	Total amount of disbursements.	Balance to next year.
1847	$209,300	$86,167	$.....	$.....	$100,751	$186,918	$23,382
1848	433,429	201,858	.....	.....	176,000	377,858	45,571
1849	473,000	239,234	.....	.....	176,000	415,234	57,776
1850	752,188	301,649	242,109	.....	190,368	734,126	18,062
1851	985,166	400,840	277,469	.....	230,544	908,853	76,313
1852	1,151,607	470,931	274,379	.....	404,139	1,149,449	2,158
1853	1,151,796	566,722	279,309	.....	320,000	1,166,031	‡ ....
1854	1,574,260	903,944	269,587	.....	388,536	1,562,067	12,193
1855	2,274,128	1,335,628	360,903	.....	340,860	2,037,391	236,737
1856	3,115,059	1,566,819	478,639	.....	602,840	2,648,298	466,761
1857	3,628,650	1,872,895	586,502	.....	604,450	3,063,847	564,803
1858	2,982,719	1,890,557†	701,887	.....	302,855	2,895,299	87,420
1859	1,977,196	1,072,732	735,488	.....	.....	1,868,220	108,976
1860	1,961,449	1,077,483	730,760	60,000	.....	1,883,243	78,206
1861	2,126,699	1,137,724	684,328	75,000	181,713	2,088,265	38,434

STATEMENT *showing the Operating Expenses of the Michigan Central Railroad, in detail, from the opening of the road to the present time.*

Expenses.	1852 3.	1853-4.	1854-5.	1855-6.	1856-7.	1857-8.	1858-9.	1859-60.	1860-1.
Road repairs.	$88,815	$148,868	$258,921	$297,770	$391,546	$402,331	$213,203	$206,767	$268,880
Building "	18,188	36,782	32,656	66,433	88,277	54,227	43,931	40,954	40,846
Engine "	64,047	106,859	194,531	174,855	228,605	162,179	72,098	74,037	85,024
Car "	37,755	55,165	88,946	99,828	203,959	134,716	84,717	76,907	115,213
Engine service	23,400	41,838	65,977	78,962	107,040	71,912	43,601	37,119	45,912
Train "	16,110	29,027	43,203	59,108	63,338	51,711	38,828	36,125	37,309
Station "	118,233	212,529	286,001	298,452	349,432	326,859	256,022	270,245	256,260
Fuel	76,857	78,740	142,670	269,469	273,050	86,006	122,901	117,277	117,789
Oil and waste	23,102	27,433	35,226	44,889	48,746	56,715	24,602	22,936	23,218
Stationery, etc.	7,074	20,494	17,484	26,246	27,874	22,194	13,202	15,217	14,913
Taxes	51,756	59,315	73,597	73,384	78,042	83,482	93,180	92,468	88,589
Telegraph	....	....	....	....	....	13,883	18,356	12,810	10,037	11,561
Miscellaneous	41,385	86,894	96,415	82,823	107,306	60,529	53,637	77,394	32,219
Re-roll'g rails	....	....	....	....	102,101	....	....	....	....
Total	566,722	703,944	1,335,627	1,571,817	2,083,199	1,531,218	1,072,732	1,077,483	1,137,724

* From the Treasurer's Report, which differs from that of the Superintendent, which is used in the other tables. † Includes: excess of materials on hand, 1st June, 1857, since used $132,554; loss on steamers for two years past $126,786; and amount debited to reduce assets from cost to estimated cash value, $100,000. The actual operating expenses for the year 1857-8 were $1,531,218. ‡ Deficit $14,335.

The equipment of the road consists of 98 locomotives; 62 first class passenger cars with 12 wheels; 8 do., with sleeping seats; 3 drovers' sleeping cars; 12 second class passenger cars; 23 baggage cars; 1,060 freight cars; and 251 cars for gravel, etc.

The following is the list of directors chosen at the annual meeting June 24, 1861:

President—JOHN W. BROOKS, Boston, Mass.
Vice President—H. H. HUNNEWELL, " "
Directors—John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell, Elon Farnsworth, Erastus Corning, D. D. Williamson, Geo. F. Talman, J. M. Forbes.
Treasurer—ISAAC LIVERMORE, Boston, Mass.
Superintendent—R. N. RICE, Detroit, Mich.
Auditor—WILLIAM BOOT.
Master Mechanics—A. S. Sweet, Jr., Detroit, Mich.; J. D. Carwood, Marshall, Mich.; Thos. Cobb, Michigan City, Ind.; and Wm. S. Brown, Joliet, Ill.

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations. By M. CEZANNE, Engineer des Ponts et Chaussees. Translated by J. BENNETT.

(Continued from p. 518.)

PART SECOND.

Iron Arches.—The iron arches of the Theiss bridge are copies of the arch bridges constructed upon the Northern Railroad under the direction of M. Maniel, Engineer-in-Chief "des Ponts et Chaussees." They are composed of rolled iron trusses, in which we may distingnish three parts:

1st, The arch proper, which is parabolic, and with a rise of $\frac{1}{6}$ of the span.

2d, A horizontal top stringer, tangent to the summit of the arch.

3d, The spandrils formed of vertical equidistant uprights, and inclined struts, describing with the uprights a series of triangles decreasing towards the summit.

The section of these different pieces is a double **T**, formed of a web and of two stiffening plates fastened with angle-irons.

The pieces of the spandrils are connected with the arch and the top stringer in the same way; the webs of these pieces are prolonged until they meet with the web of the arch or that of the stringer, against which their section rests. The stiffening plates of the stringer or those of the arch return with their angle-irons, and envelop the stiffening plates of the spandrils, thus strengthening the section which without it would present a weak point where the angle-irons of the spandrils abut against those of the arch and stringer. The angles formed by the webs of the different pieces are filled exactly by wrought iron triangles, whose base is cut according with the curve of junction. Finally, the whole assemblage is enveloped with two covering plates, cut in the shape of a goose's foot, and presenting a scarf towards each piece.

The arch proper is traced so that the neutral axis of the different sections forms, from the first vertical upright to the last, a parabola, with a span of 134.78 feet, and a rise of 16.84 feet. The total opening of the arch from heel to heel is 135.85 feet.

The truss is divided into 20 equal sets by the uprights, which are 6.73 feet from axis to axis.

The five uprights of the summit are imaginary, being replaced by a wrought iron plate in full.

The stringer is not perfectly horizontal; it presents, besides the variations in thickness of the wrought irons, a camber of 1.37 inches, obtained at the moment of raising by an energetic wedging of the arches.

The two arches on the same side of the axis of the bridge bear one track; they are, from centre to centre, 5.7 feet.

The two middle arches are therefore, 7.42 ft. from centre to centre.

The width of the intermediate space petween the axis of the rails is 8.2 feet.

The four arches are made solid by three systems of connection, viz:

1. A horizontal strutting in the plane of the neutral axes of the top stringers.

2. A strutting whose surface envelops the neutral lines of the arches.

3. A system of vertical stays or ribs distributed in three vertical planes on each side of the axis of a bay, to wit:

1. In the vertical plane of the second vertical strut two stages of diagonals.

2. In the vertical plane of the fifth vertical strut one stage of diagonals.

3. In the vertical plane of the eighth vertical strut one tier of diagonals.

These diagonals are formed of two **T** irons, opposed face to face, riveted at their ends upon binding gussets fixed upon the arches, and in their middle upon a plate of the same thickness as the gussets.

At the ends of the arches, a wrought iron plate perpendicular to the direction of the last element, is riveted upon two angle irons which are fastened to the web of the arch. This wrought iron plate bears upon the shoes through the intervention of iron wedges.

Against the abutments are interposed between the heel of the arch and its shoe, four couples of steel wedges, which are driven tight when a cold snap occasions any play between the heel and shoe.

The top stringers enter into square bodies and abut against each other at the middle of the pier. They are not directly riveted together but are connected by means of horizontal plates embracing them.

Upon the abutments the top stringers are received by a horizontal cushion of cast iron imbedded in the plinth. The web of the stringer is strengthened each side by two wrought iron plates .43-inch thick; all these five plates are pierced with a hole, in which is inserted a steel dowel 1.98 inches in diameter, and projecting beyond each face of the stringer.

Two iron ties, 1.96 ins. diameter, wormed at one end and flattened at the other in form of a ring, lay hold of this dowel by their rings, and, penetrating the brick masonry which forms the platform of the abutment, traverse the upper stones of the stepped walls and the cast iron pillows imbedded in these stones.

The wormed ends of these ties receive screws, whose tightening draws the truss towards the abutment.

The ends of the steel dowel are wormed and provided with nuts which hold fast the rings of the tie-rods.

All the parts of the trusses receive two coats of red lead paint, and two coats zinc grey.

A measurement of the bridge gives the following results:

Designation of parts.	Partial weights.	No. of parts.	Total.
	lbs.		lbs.
An arch without its struttings	59890.6	4	239,562
Strutting between two arches of the same track	19617.4	2	39,235
Strutting of intermediate space	20332.0	1	20,332
An entire truss			299,129
Weight per running foot $\frac{299129}{136}$			=2,199 lbs.

If we compare with the total of the above table:

1st. The weight of the platform, of the tracks, and the hand rails, at..... 140,250 lbs.

2d. The weight of the proof load, about 2,628 lbs. per running feet of track. 748,000 "

Total..... 888,250 "

We see that the iron arch bears permanently .47, and accidentally the triple of its own weight.

Theory of the Arches.—In the case of a uniform load, the equidistant uprights transmit equal weights to the arch; the curve of pressures or of equilibrium is a parabolic polygon, as in suspension bridges. If, then, the axis of the arch coincide with the parabolic polygon, there will not be, on the supposition of an incompressible arch, any tendency to derangement; the inclined struts will receive no thrust, and it will be easy to determine either by calculation or graphically the thrusts on each of the elements of the arch.

When the load is not uniformly distributed, the uprights transmit unequal pressures upon the arch, which, on the supposition of its being jointed, have a tendency to a change of form. If the uprights are connected by inclined struts forming a series of triangles incapable of a change of form, the arch will preserve its figure, but the inclined struts will produce reactions which must be taken into account in the study of the forces acting upon the different elements of the arch. This investigation may be made by a graphic process easily applied and which is suggested by the theory of the funicular polygon and that of jointed systems.*

This method being applied to the different hypotheses upon the position and magnitude of the loads will give, for the case considered, the value of the efforts in each of the elements of the arch. The section of each element will be determined by dividing the greatest of these efforts found for the element by the co-efficient of work adopted per foot of surface.

The co-efficient of work admitted for the Theiss bridge is, for the elements of the arch proper, which always resists compression, 5 kilogrammes per square millimetre, or 7,122 lbs. per square inch.

For the uprights and inclines, which sometimes resist tension and sometimes compression, according with the position of the movable loads, 2 kilogrammes per square millimetre, or 2,849 lbs. per square inch.

For the top stringer, whose parts act first as elements of the arch, then as beams fastened upon neighboring uprights and loaded on the middle with a part of the load, that of a locomotive axle for example, and finally as a tie between two piers (see the Third Part), the maximum co-efficient adopted was 7 kilogrammes per square millimetre, or 9,971 lbs. per square inch.

The form of the elements and arrangement of the wrought iron pieces are not indicated by any theory, but by practical considerations. It was also to facilitate the execution that a uniform section was adopted for all the inclines and vertical uprights, and that the section of the top stringer and that of the arch were not changed continuously. The top stringer presents only four different sections; the arch presents five, which increase from the springing towards the summit, contrary to the usual custom in metallic arches and in bridges of masonry.

The results of the resolution of the above mentioned efforts justify this anomaly. The weight of the structure being inconsiderable in comparison with that of the movable loads, the curve of pressures departs widely from the axis of the arch. Hence arises a tendency towards a change of form, which is resisted by the energetic action of the inclines; these actions modify the distribution of efforts in the arch and may increase those at the summit and diminish those at the springing line.

When the spandrils of the arch are not constructed so as to support without inconvenience the variations in efforts arising from the change of place of the movable load, it is requisite that the permanent weight should be such that the curve of pressures should not depart from the arch proper, or that it should remain within certain limits traced in this arch. This is a condition rigorously observed for arches in masonry or in cast iron.

(To be continued.)

* The theory of this graphical process is thoroughly described in a memoir written for the Northern Railroad Company, advocating the projects of metallic bridges constructed upon the line from Saint-Quentin to Erquelines.

North Pennsylvania Railroad.

A meeting of the holders of the 1st mortgage bonds of this company was held in Philadelphia on the 8th inst., to hear the report of a committee previously appointed to consider the policy of funding certain coupons of the bonds of the company, due and to become due, which the company confess their inability to pay. The chair was occupied by I. P. Hutchinson, Esq. The following is the report of the committee:

REPORT OF COMMITTEE OF FIRST MORTGAGE BONDHOLDERS OF NORTH PENNSYLVANIA RAILROAD COMPANY.

The committee appointed on the 1st instant "to investigate the affairs of the company, to confer with the Board of Directors of the North Pennsylvania Railroad Company, and to report what action should be taken by the first mortgage bondholders to promote and protect their interests," respectfully report that they have given such attention to the duties assigned to them as the limited time at their disposal would permit.

Their investigation has been limited chiefly to an inquiry into the financial condition and necessities of the company, and they have based their conclusions on this subject entirely upon information asked for and obtained from that Board of Directors. No examination into the affairs of the company generally, or into the management of the road, has been attempted. Such an inquiry, if undertaken at all, should be made thoroughly, and would require much time and labor.

The cash liabilities of the company on the 30th June, as stated by the Board in reply to an inquiry of the committee, was	$189,323 26
Deduct available assets	32,511 11
Which leaves a deficit of	$156,812 15
The amount required to carry the company through the next twelve months may be estimated by adding to the above deficit the 6 per cent. coupons due July, 1861, January and July, 1862	$225,000 00
Ten per cent. coupons, due October, 1861, and April, 1862	35,150 00
Ground rents and interest for 12 m'ths	5,628 00
Making a total of	$422,590 15
Assuming that the reduction of expenses to be effected will balance the falling off of revenue, the net earnings may be put down the same as last year—say	212,000 00
Which shows an estimated deficiency on the 1st of July, 1862, including coupons due on that day, of	$210,590 15

The stockholders should furnish this amount, if they believe that their interest in the road is sufficient to warrant it. They have no right to expect the bondholders to make a concession for their benefit. The company has made default for more than six months in the payment of coupons due last January, and has announced, publicly, that "it will be impossible" to pay the coupons due July 1, 1861, and to mature January 1 and July 1, 1862. It is, therefore, now in the power of the first mortgage bondholders to take possession of the road, or to cause it to be sold under their mortgage. The Committee does not recommend such action at this time, but on the contrary they hope that a generous consideration for the interests of the stockholders will influence the bondholders to give the company one more chance to recover itself.

The committee thought proper to suggest to the Board of Directors that they should make an appeal to their constituents, to which they have replied, that they have no reason to believe that such an application would receive a favorable response.

The other parties having a permanent interest in the road are the bondholders.

There are two mortgages—the first securing $2,500,000, six per cent. bonds. It covers the railroad and appurtenances, a part of the rolling stock and the franchises of the company. It secures to the first mortgage bondholders a preference over all other claims, (including that of the chattel bondholders) upon the net receipts of the road. Under its provisions the first mortgage bondholders have a right to demand that the interest upon their bonds, and also an appropriation of at least $25,000 per annum to a sinking fund, as provided for in the mortgage—shall be first paid out of said receipts.

These are their strict rights, which, however, it might be unwise or unjust to exact.

The chattel mortgage covers certain real estate not necessary for the working of the road, and the rolling stock—a portion of the latter being subject to prior lien under the first mortgage. It secures bonds for five hundred thousand dollars, bearing ten per cent. interest. About $350,000 have been disposed of by the company, and part of the balance has been pledged as collateral, and part are in possession of the company.

In case of default of payment of interest or principal for thirty days, the chattel bondholders may, by summary process, take possession of their property. The interest due to the first mortgage bondholders has not been paid regularly, while that due to the chattel bondholders has always been paid in full, promptly, when due.

The floating debt, amounting to about $100,000, should be paid off.

The two classes of bondholders have a common interest in the success of this road, and it is to be hoped that they will unite in such action as may tend to promote their interest and benefit all concerned.

The committee, therefore, recommend to the first mortgage bondholders that they should fund in a manner somewhat similar to that proposed by the Board of Directors of the North Pennsylvania Railroad Company, the following coupons, viz:—

The unpaid balance being five-sixths, in coupons, due January 1, 1861, amounting to	$62,500
The coupons due July 1st, 1862	75,000
" maturing January 1st, 1862	75,000
Total	$212,500
Provided that the chattel mortgage bondholders shall fund at least one year's interest on their bonds—say coupons due next October and April—amounting to about	$35.000
	$247,500

This would give the company relief to the extent of $37,000 more than the estimated deficiency, and would be equivalent to lending $247,000 at six per cent. interest for about nine years.

The coupons thus funded should not be surrendered to the company, but should be deposited with the trustees; and in case of future default in payment of interest on the bonds of the company, or of the interest on the scrip for the funded coupons, then these coupons are to again become due. The bondholders should also reserve all their legal rights, in such manner that the proposed funding shall be nothing more than an agreement to postpone payment, without, in any way, affecting the other legal rights to which the owners are entitled, by reason of the default of the company. That is, the bondholders should be in the same position as regards their ability to proceed under the mortgage to take possession of, or to sell the road, as they would be if notice of default had been given, and as if the time of payment had not been extended. The object of this reservation of legal rights is to enable the bondholders to institute proceedings under the mortgage, without delay, whenever they may become satisfied that their interest demands such action. This arrangement should be made very carefully and under legal advice.

Much has been said, both in the press and by individuals, about the inefficient management of the road. The committee have not made such an examination into the affairs of the company as would warrant them in expressing an opinion upon this subject. Under existing circumstances they are inclined to believe that the responsibility of securing the most effective and economical administration of the affairs of the company should rest with the *present* Board, without interference. They have already effected a considerable reduction in the salaries of the present officers, whose term of service does not expire until the end of the year. In January next the Board will have it in their power to make changes, without injustice, if they shall deem it expedient to do so.

The Committee append a resolution for the adoption of the meeting, if the views and recommendations contained in the report are approved.

All which is respectfully submitted.

JOHN H. TOWNE,
WM. WELSH,
WM. BUCKNELL,
HENRY J. BOLLER.
Committee.

Resolved, That the views and recommendations contained in the report just read be approved, and that a Committee be appointed to carry them out.

Some discussion ensued; after which, a series of questions and answers which had been submitted by the committee to the managers was road. They embodied the following statements:

The earnings from Dec. 1, 1860, to May 1, 1861, were:—

Passengers		$60,501 47
Coal		50,526 84
Pig iron		5,923 71
Lumber		1,983 67
Local freights		39,828 98
Through freights		13,538 42
Mails		1,378 00
Rents		2,363 10
Total		$176,046 69
The expenses were:—		
Maintenance of way	$11,182 31	
Motive power	31,427 37	
Maintenance of cars	8,192 07	
Conducting transportation.	26,034 47	
General expenses	7,901 25	$84,737 48
Net earnings		$91,309 21
Decrease of gross earnings		8,772 08
" expenses		2,762 13
Decrease in net earnings		$6,009 95

The construction account has been increased $3,156 09 by filling up the high tressel bridge above Gwynedd, not yet completed which, when finished, will be the fifth that has been filled up since the road was opened, leaving but one small one over Sandy Run, which it is not proposed to fill. The balance sheet of June 30th, 1861, shows the following indebtedness:—

Bill payable	$113,935 56
Balance of coupons due Jan. 1, 1861	65,005 00
Balance due on previous coupons	1,127 50
Unsettled accounts and loans	9,255 20
Total cash liabilities	$189,232 26
Less available assets	32,511 11
Actual debt	$156,812 15

In carrying out the proposed arrangement of funding three coupons, the following payments would have to be provided for between now and January 1st, 1863—to wit:—

The present deficit	$156,812 15
Chattel coupons for 18 mos	52,725 00
Ground rents and interest, 18 mos.	8,442 50
Interest on scrip, 12 mos.	13,500 00
Six per cent. coupons, due Jan. 1, 1863.	75,000 00
Total	$306,479 65

Which amount, it is presumed, the net earnings of the road in the next eighteen months will provide for.

Condensed balance sheet North Pennsylvania Railroad Company, June, 1861:—

	Dr.
Capital stock	$3,149,130 00
Installment account	6,745 00
6 per cent. bonds	2,500,000 00
10 per cent. bonds	351,500 00
Ground rents and mortgages	88,973 21
Bills payable	113,935 56
6 per cent. coupons due Jan. 1, 1861	650,005 00
Due on previous coupons	1,127 50
Loans and accounts due	9,255 20
Freight receipts	114,580 56
Passenger receipts	71,209 89
	$6,471,461 92
	Cr.
Construction of road	$4,794,311 28
Equipment of road	396,926 88
Stations and shops	69,737 88
Right of way	204,214 03
Real estate	385,661 34
Telegraph	4,967 39
Trustees	6,354 00
Stock North Pennsylvania Railroad.	25,767 11
Stores on hand	18,039 58
Bills receivable	12,500 00
Sundry accounts	10,814 40
C. M. coupons, due April 1, 1861	17,325 00
Profit and loss account	405,894 63
Interest and discount	11,954 43
Expenses paid on road	89,260 85
Cash on hand	17,733 02
	$6,471,461 92

The report of the Committee was adopted and the meeting adiourned.

Northern Central Railroad.

Receiver Appointed.—GEORGE BRINTON has been appointed Receiver of the Baltimore Central Railroad Company, and is authorized to take charge of and receive and hold, under the direction of the Common Pleas of Delaware county, all the rolling stock, motive power, property and estate of the company.

A New Portable Filter.

We recently had our attention called to a portable filter, weighing scarcely an ounce and small enough to be carried in the vest pocket, designed to be used by soldiers upon a march or elsewhere, for drinking the water from springs and streams, much of which is often dirty, and filled with decayed vegetable matter. A large portion of the sickness, especially disentery, summer complaints, etc., is produced from this cause.

The filter consists of a rubber tube, sufficiently long to reach the spring without a great effort at stooping, on one end of which is a small piece of either wood or metal designed to be inserted in the mouth; and on the other end is a small circular piece of wood or metal about an inch and a quarter long; inside of this is a piece of felt through which the water is drawn, and perfectly strained from all impurities before entering the mouth. A perforated cup prevents the larger particles that may be floating in the water from entering the tube. The felt may be taken out and a new piece inserted as often as required.

A great and additional benefit likely to result from this little invention is the preventing of rapid drinking. Of course, but a small (yet sufficiently large) stream is drawn into the mouth at once, and this prevents the injurious effects so often occasioned by drinking quickly and in large quantities. The inventor Mr. H. A. Hall secured his patent on the 21st of May last; but orders for the supply of regiments or individual soldiers should be sent to Munson & Co., No. 23 Cedar st., New York. Parties wishing to supply friends at

the seat of war can do so, and they will be sent on, without additional expense. These important conveniences sell for 50 cents singly, and ten per cent. off when ordered in quantities.

United States Census.

(Compiled from the official Returns.)

(Continued from p. 517.)

KENTUCKY.

Counties.	1850.	1860.
Adair	9,898	9,509
Allen	8,742	9,137
Anderson	6,260	7,404
Ballard	5,496	8,693
Barren	20,240	16,665
Bath	12,115	12,113
Boone	11,185	11,197
Bourbon	14,466	14,859
Boyd	new	6,044
Boyle	9,116	9,305
Bracken	8,903	11,021
Breathitt	3,785	4,980
Brckenridge	10,593	13,237
Bullitt	6,774	7,289
Butler	5,755	7,927
Caldwell	13,048	9,318
Calloway	8,096	9,915
Campbell	13,127	20,909
Carroll	5,526	6,578
Carter	6,241	8,516
Casey	6,556	6,465
Christian	19,580	21,628
Clark	12,683	11,484
Clay	5,421	6,652
Clinton	4,889	5,781
Crittenden	6,351	8,796
Cumberland	7,005	7,340
Daviess	12,362	15,549
Edmondson	4,088	4,647
Estill	5,985	6,886
Fayette	22,735	22,599
Fleming	13,914	12,488
Floyd	5,714	6,388
Franklin	12,462	12,693
Fulton	4,446	5,317
Gallatin	5,137	5,056
Garrard	10,237	10,530
Grant	6,531	8,356
Graves	11,397	16,234
Grayson	6,837	7,982
Green	9,060	8,805
Greenup	9,654	8,759
Hancock	3,853	6,213
Hardin	14,525	15,190
Harlan	4,268	5,494
Harrison	13,064	13,779
Hart	9,093	10,348
Henderson	12,171	14,262
Henry	11,442	11,950
Hickman	4,791	7,011
Hopkins	12,441	11,875
Jackson	new	3,087
Jefferson	59,831	89,405
Jessamine	10,249	9,466
Johnson	3,873	5,306
Kenton	17,088	25,467
Knox	7,050	7,707
La Rue	5,859	6,891
Laurel	4,145	5,488
Lawrence	6,281	7,601
Letcher	2,512	3,904
Lewis	7,202	8,361
Lincoln	11,073	10,646
Livingston	6,578	7,202
Logan	16,581	19,021
Lyon	new	5,309
McCracken	6,067	10,360
McLean	new	6,146
Madison	15,727	17,207
Magoffin	new	3,484
Marion	11,765	12,605
Marshall	5,269	6,984
Mason	18,344	18,223
Mead	7,393	8,898
Mercer	14,067	13,701
Metcalfe	new	6,745
Monroe	7,756	8,551
Montgomery	9,903	7,859
Morgan	7,620	9,238
Muhlenburg	9,809	10,725
Nelson	14,789	15,801
Nicolas	10,361	11,039
Ohio	9,749	12,208
Oldham	7,629	7,283
Owen	10,444	12,721
Owsley	3,774	5,335
Pendleton	6,774	10,443
Perry	2,092	3,950
Pike	5,365	7,384
Powell	new	2,257
Pulaski	14,195	17,203
Rock Castle	4,695	5,343
Rowan	new	2,282
Russell	5,349	6,024
Scott	14,946	14,417
Shelby	17,095	16,436
Simpson	7,733	8,146
Spencer	6,842	6,188
Taylor	7,250	7,481
Todd	12,268	11,575
Trigg	10,129	11,052
Trimble	5,963	5,880
Union	9,012	12,791
Warren	15,123	17,325
Washington	12,194	11,575
Wayne	8,692	10,258
Webster	new	7,533
Whittley	7,447	7,762
Woodford	12,423	11,220
Total	982,405	1,155,713

LOUISIANA.

Parishes.	1850.	1860.
Ascension	10,752	11,485
Assumption	10,538	15,379
Avoyelles	9,326	13,166
Baton Rouge, East	11,977	16,046
Baton Rouge, West	6,270	7,312
Bienville	5,539	11,000
Bossier	6,962	12,628
Caddo	8,884	12,140
Calcasieu	3,914	5,928
Caldwell	2,815	4,833
Carroll	8,789	18,053
Catahoula	7,132	11,652
Claiborne	7,471	16,846
Concordia	7,758	13,805
De Soto	8,023	13,299
Feliciana, East	13,598	14,696
" West	13,245	11,671
Franklin	8,251	6,162
Iberville	12,278	14,661
Jackson	5,566	9,812
Jefferson	25,093	15,372
La Fayette	6,720	9,003
La Fourche	9,532	14,044
Livingston	3,385	4,431
Madison	8,773	14,133
Morehouse	3,913	10,357
Natchitoches	14,228	16,697
Orleans	119,460	174,288
Plaquemines	7,390	8,493
Point Coupee	11,339	17,720
Rapides	16,561	25,360
Sabine	4,515	5,828
St. Bernard	3,802	4,076
St. Charles	5,120	5,297
St. Helena	4,561	7,130
St. James	11,098	11,504
St. John Baptist	7,317	7,932
St. Landry	22,253	23,100
St. Martin's	11,761	12,677
St. Mary's	13,697	16,812
St. Tammany	6,364	5,406
Tensas	9,040	16,080
Terre Bonne	7,724	12,090
Union	8,203	10,390
Vermillion	3,409	4,324
Washita	5,008	4,727
Washington	3,408	4,708
Winn	new	6,876
Total	517,762	709,290

(To be continued.)

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New York, 1st June, 1859.

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7.00 A. M., EXPRESS, for Dunkirk and Buffalo, and principal intermediate stations.
8.00 A. M., MAIL, for Dunkirk, and intermediate stations. This Train remains over night at Elmira, and proceeds the next morning.
9.00 A. M., MILK, *daily*, for Otisville, and intermediate stations.
11.00 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal stations.
4.00 P. M., WAY, for Middletown, Newburg, and intermediate stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal stations. The Train of Saturday stops at all Mail Train stations, and runs only to Elmira.
6.00 P. M., ACCOMMODATION, for Hornellsville, and principal stations.

NATHANIEL MARSH, *Receiver.*
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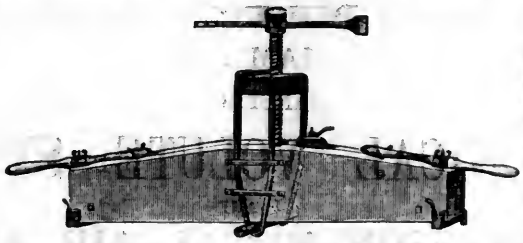
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They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.
Boston, Nov. 24, 1860, tf

SPECIAL NOTICE. Transfer of LETTERS PATENT.



WHEREAS Letters Patent, bearing date Nov. 1st, 1853, were granted by the Government of the United States to George Williston, of Brunswick, County of Cumberland, and State of Maine, for a Machine to straighten and curve Railroad Iron, giving and granting to said George Williston, his heirs, executors and assigns, for the terms of fourteen years from the date of said Letters Patent, the full and exclusive right and liberty of making, using and vending to others to be used, the said Machine, and whereas said George Williston sold and transferred one undivided half of his entire interest in said Letters Patent, to Wm. H. Lunt, of Bowdoinham, County of Lincoln and State of Maine, as will appear by reference to deed, date Nov. 2, 1853, recorded in the Patent Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—THEREFORE, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.

NEW YORK, July 10, 1861.

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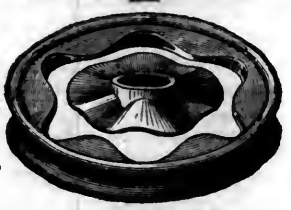
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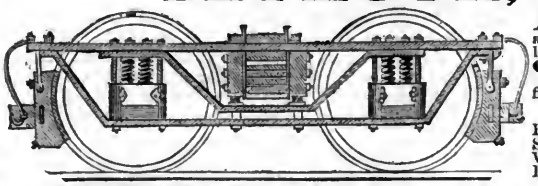
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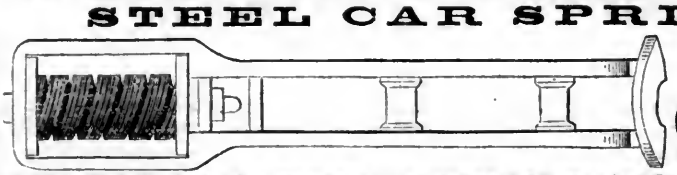
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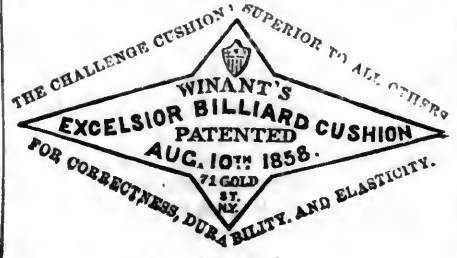
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Washington Arsenal, December 10th, 1857.
Colonel H. K. Craig, Chief of Ordnance,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal.*

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American Railroad Journal.

PUBLISHED BY JOHN H. SCHULTZ, No. 9 SPRUCE ST.

New York, Saturday, July 27, 1861.

Galena and Chicago Union Railroad.

This company was chartered on the 16th January 1836, with authority to construct a railroad from Galena to Chicago. A supplementary act, passed on the 4th March, 1837, authorized the company to connect at any point on its route with the Central Railroad. With the exception of of some preliminary surveys, nothing was done towards construction for the next ten years. On the 24th February, 1847, an amendment to the charter was passed, providing for the re-organization of the company, granting the right of way through lands belonging to the State, and increasing the capital to be raised to any sum not exceeding $3,000,000. Under this act the company organized in the month of April following.

In March, 1848, the first division of the road, extending from Chicago to East Elgin, 42.50 miles, was placed under contract. The first section to the Desplaines river, was opened by the 1st June, 1849, and the whole division to Elgin on the 22d January, 1850.

The second division, extending from Elgin to Rockford, about 50 miles, was commenced in the spring of 1850, and opened for business as follows: from Elgin to Huntley, 12 miles, on the 15th September; to Marengo, 24 miles, on the 18th October, and to Belvidere, 36 miles, on the 3d December, 1851; to Cherry Valley, 42 miles, on the 10th March, and to Rockford, 8 miles, on the 2d August, 1853.

The third division, extending from Rockford to Freeport, and to a junction with the Illinois Central Railroad, about 28 miles, was commenced in the spring of 1852, and completed and opened for business on the 1st September, 1853.

The Beloit Branch, extending from Belvidere Junction to Beloit, 21 miles, where it connects with the Beloit and Madison Railroad, was opened on the 14th November, 1853.

The Chicago, Fulton, and Iowa Line, from the junction (Turner) 30 miles west of Chicago, to Dixon, 68 miles, was authorized by an act passed on the 12th February, 1853. Construction was commenced in May following, and the work completed to Lane, 45 miles on the 10th January, and to Dixon on the 4th December, 1854. The remainder of the line from Dixon to Fulton City was constructed under the charter of the Mississippi and Rock River Junction Railroad Company, and completed to Sterling, 80 miles west from the junction, on the 22d July; to Morrison, 94 miles, on the 23d September, and to Fulton, 105.50 miles, on the 16th December, 1855.

The first division of the road from Chicago to East Elgin was originally laid with a flat rail, resting on longitudinal sills. This was replaced during 1852 and 1853, with a heavy rail similar to that laid on the other divisions. In 1855-6 and '57, the road from Chicago to the Junction, 30 miles, was laid with a second track.

The St. Charles Air Line Branch was opened from South Branch Depot, in Chicago, to Harlem, 10.50 miles, on the 1st January, 1856. This branch was constructed by the Chicago, St. Charles and Mississippi Air Line Company, and soon after sold to the Galena and Chicago Union Company. By this purchase the latter obtained its depot grounds on the South branch of the Chicago River, which have since been connected by side tracks with the railroads entering the city on its eastern, southern and south-western sides.

An extension road from Fulton to the new bridge over the east channel of the Mississippi was constructed in the spring of 1860. This bridge was built by a separate company under the auspices of the Chicago, Iowa and Nebraska Company, for the purpose of connecting its road with the Fulton Branch. It extends from the Illinois shore (2,800 feet) to Little Rock Island. The width of the western channel is only 800 feet. Cars are transported across this channel by ferry boats. To bring this improvement into use the Galena and Chicago Company constructed one mile and three-quarters of road. This company has also purchased extensive depot grounds on the Iowa side.

SHARE CAPITAL—Authorized, $7,000,000.
" Paid in, $6,028,300.

FUNDED DEBT—$3,524,200: described as follows:

1st Mortgage, (3rd Division) coupon bonds, $600,000—dated 1st February, 1852, and payable, principal as follows—$262,000, 1st February, 1862; $160,000, 1st August, 1862; $60,000, 1st, February, 1863, and $118,000, 1st August, 1863, and coupons semi-annually, 1st February and 1st August, in the city of New York. These bonds are secured by a mortgage on the third division of the road extending from Rockford to Freeport, 28 miles.

1st Mortgage (general), 7 per cent., coupon bonds, $1,393,000—dated August, 1853, and payable, principal 1st August, 1863, and coupons, semi-annually, 1st February and 1st August, in the city of New York.

2d Mortgage (general), 7 per cent., coupon bonds, $1,629,000—dated 1st May, 1855, and payable, principal 1st May, 1875, and coupons semi-annually, 1st May and 1st November, in the city of New York.

SINKING FUNDS—1st mortgage, $7,000; 2d mortgage, $480,000.

STATEMENT *showing the Tonnage of Freight transported.*

Year.	Westward.	Eastward.	Way East & West.	Total.	Tons carried one mile.
1850-51	28,244	23,875	-----	52,119	2,020,742
1851-52	38,220	35,832	-----	74,052	4,099,557
1852-53	63,393	93,224	-----	127,617	8,039,995
1853-54	96,627	86,579	-----	183,206	15,522,097
1854-55	191,196	195,148	-----	386,344	25,616,758
1855-56	336,023	318,782	30,502	685,307	40,913,166
1856-57	341,798	315,924	33,086	690,808	42,794,995
1857(8 mo.)	164,353	142,891	37,643	344,887	28,567,721
1858	123,083	194,381	25,482	342,946	27,854,767
1859	124,232	174,736	33,475	332,443	28,690,023
1860	120,904	234,007	26,276	381,188	38,338,000

Income Account

for the year ending 31st December, 1860.

Receipts—		
Passenger earnings		$341,384
Freight earnings		1,041,564
Mail and other earnings		79,803
		$1,462,751
Surplus 1st January, 1860		250,687
Total		$1,713,438
Disbursements—		
Operating expenses		$810,491
Interest on 1st mort. bonds	$139,510	
" on 2nd "	108,850	
		248,360
Dividend No. 19, Feb., 1860, 3 per cent.		180,834
Cost of S. F. instalments 1st May and 1st November		100,582
Other charges		37,959
Surplus 1st January, 1860		335,212
Total		$1,713,438

Monthly Earnings.

1860.	Freight.	Passengers.	Mails, etc.	Totals.
January	$37,266 58	$18,807 50	$4,578 64	$60,652 72
February	38,201 86	10,755 66	4,740 67	62,698 19
March	49,403 27	26,269 37	5,120 43	80,793 07
April	60,083 24	27,841 32	5,329 28	93,253 84
May	73,696 73	33,883 38	7,925 39	115,505 50
June	61,332 78	25,674 47	6,441 65	93,448 90
July	46,445 36	27,955 16	6,304 83	80,705 35
August	133,040 61	27,219 26	6,280 97	166,540 84
September	178,019 65	35,972 00	5,536 06	219,527 71
October	200,183 79	46,419 76	5,504 67	252,108 32
November	106,224 40	29,909 67	6,523 74	142,657 81
December	57,666 34	21,676 39	15,516 82	94,859 55
Totals	$1,041,564 61	$341,383 94	$79,803 25	$1,462,751 80

General Statement 1st January, 1861.

	Dr.
Road and equipment	$9,352,481
Tools and machinery	45,413
Real estate	20,334
Materials on hand	228,462
Wis. Central RR. for old scrap iron	16,741
Chi., Iowa & Neb. RR., advances, etc.	60,853
Sterling and Rock I. RR. advances	979
Elgin and State Line RR. stock	107,250
Beloit & Mad. RR. b'ds, $170,000 cost.	121,003
" stock	2,000
" ledger balance	4,971
Fulton bridge, advances	6,306
Harlem surveying, less lots sold	26
Depot grounds, Iowa (20 acres)	3,220
1st mortgage bonds, $7,000, purchased.	6,889
Magnolia extension	11,454
Sinking fund, payment of May, 1861	18,736
Dubuque and Pacific RR. bonds	7,308
Bills receivable	26,971
Sundry balances due	57,018
Cash on hand	363,503
Total	$10,469,886
	Cr.
Capital—60,283 shares	$6,028,300
1st mort. 3d div. bonds $600,000	
1st mort. (general) bonds 1,393,000	
2d mort. (general) bonds 1,520,000	3,513,000
Litchfield bonds, part due	11,200
Town of Turner, in lots sold	5,101
1st mortgage sinking fund	7,000
3d mortgage sinking fund	480,000
Convertible scrip outstanding	4,142
Unconvertible scrip outstanding	55
Unclaimed dividends $1,093	
" coupons 10,850	
" back charges 71	
" wages 18,974	30,988
Bills payable and debts due	9,765
Unadjusted balances due to other companies	36,337
Balances due to others for tickets, freight, etc.	8,255
Income account, surplus	335,212
Total	$10,469,866

Abstract of Income Account Yearly, 1849–60.

Year.	Income from all sources.*	Operating expenses.	Interest on bonds, etc.	Dividend declared.	Payments to S'kg F'd.	All other paym'ts.	Balance to next year.
1849-50	$48,332	$18,520	$5,276	$23,383	$.....	$.....	$1,153
1850 51	128,839	48,904	19,369	47,711	.....	.....	12,856
1851-52	224,165	87,362	25,774	62,914	.....	.....	48,115
1852-53	521,663	187,396	90,860	149,973	.....	.....	93,434
1853-54	899,043	359,199	10,995	353,155	.....	.....	175,694
1854 55	1,690,638	686,517	79,958	546,519	.....	61,890	315,754
1855-56	2,640,403	1,063,745	174,506	986,524	35,000	.....	380,628
1856 57	2,800,052	1,295,494	209,148	1,096,590	46,100	.....	153,720
1857 (8 mo)	1,795,389	921,252	130,325	301,115	38,732	210,227	193,738
1858	1,741,299	927,233	268,486	241,024	97,751	8,169	198,636
1859	1,568,077	823,021	258,791	120,528	98,862	16,188	250,687
1860	1,713,438	810,491	248,360	180,834	100,882	37,959	335,212

Operating Expenses in detail Yearly.

	1853–4.	1854–5.	1855–6.	1856–7.	1857–8.	1858.	1859.	1860.
Repairs of engines	$15,886	$38,910	$59,058	$12,513	$36,127	$51,150	$50,633	$64,839
" cars	26,640	47,893	76,385	93,476	56,172	54,107	56,685	57,328
" track	63,465	94,432	177,540	199,049	180,756	167,613	195,831	202,979
" bridges	.....	.....	11,000	15,422	25,721	50,872	9,189	11,209
" buildings.	1,132	6,120	8,165	21,564	12,286	11,338	11,333	
" fences	.....	.....	.....	872	2,592	1,693	1,968	
" planting	.....	.....	.....	3,611	42	752	871	23,953
" wharf b't at Fulton	.....	.....	.....	.....	175	831	403	
Locomotive service	29,738	53,860	74,949	88,333	56,248	63,028	58,834	63,721
Train service	16,707	29,371	40,959	47,936	30,149	34,889	35,298	43,973
Station service	82,811	153,261	219,841	218,271	136,283	94,756	96,649	96,400
Use of cars of other roads	.....	.....	19,181	19,375	200	1,164	3,743	.....
Fuel and water	71,469	177,176	244,150	258,782	234,158	206,421	186,251	92,529
Oil and waste	10,378	17,102	27,927	40,784	23,432	24,845	16,952	11,596
Stationery and prin'g	3,571	8,847	10,340	10,534	9,072	8,029	6,883	.....
Advertising	.....	.....	1,959	5,845	2,226	683	550	.....
Salaries	.....	.....	9,718	28,896	23,518	30,315	32,603	29,534
Exchange and inter't.	.....	.....	.....	.....	12,376	10,337	8,288	12,527
Rent paid	.....	.....	.....	2,002	1,309	3,978	4,455	.....
Office expenses	.....	.....	.....	.....	.....	1,348	950	.....
Station expenses	.....	.....	.....	.....	.....	4,782	3,255	.....
Legal expenses	.....	.....	.....	.....	.....	5,420	6,431	.....
Foreign expenses	.....	.....	.....	.....	2,537	11,007	5,755	12,104
Loss and damages	8,674	15,422	16,463	18,447	14,944	8,434	23,649	16,476
Taxes	13,625	22,918	35,892	53,527	31,597	70,267	46,949	32,333
Telegraph	.....	.....	.....	.....	1,828	2,748	3,061	.....
Incidentals	15,103	21,206	30,218	43,634	27,674	16,416	5,562	†38,987
	$359,199	$686,517	$1,063,745	$1,295,494	$921,252	$927,233	$823,021	$810,491

Freight Transported Westward.

	1853-4.	1854-5.	1855 6.	1856-7.	'57 (8 mo.)	1858.	1859.	1860.
Merchandise, tons	30,416	58,949	113,771	122,939	67,609	50,545	62,229	63,405
Lumber, M feet	33,842	62,540	131,012	121,609	58,863	43,119	38,579	36,260
Laths, bunches	75,241	149,752	290,903	294,777	106,389	91,260	63,989	66,224
Shingles, M.	22,795	38,812	83,378	67,602	28,546	26,330	21,892	18,046
Posts, etc., cords	1,625	3,236	3,724	4,200	8,147	2,462	3,262	2,065
Iron, tons	2,540	17,647	14,133	14,652	5,876	5,695	5,847	1,039
Coal, tons	2,903	5,470	13,777	13,308	16,621	12,909	14,287	15,146
Agric. implem'ts, tons	....	....	....	....	2,326	2,328	1,228	2,384
Salt, bbls.	12,146	29,608	50,012	50,845	23,341	29,587	48,399	29,796
Flour, bbls.	603	....	....	....	....	....	....	....
Furniture, cubic ft.	346,893	....	....	....	....	....	....	....
Grain, bush.	55,190	....	....	....	....	....	....	....
Mill stuff, tons	65	....	....	....	....	....	....	....

Freight Transported Eastward.

Flour, bbls.	39,867	86,323	108,426	120,411	107,651	105,472	132,443	156,639
Wheat, bush.	1,122,068	1,588,901	4,100,433	4,713,409	3,318,715	3,847,645	2,889,498	4,976,806
Oats, bush.	762,251	1,716,059	938,398	778,066	174,500	635,987	460,704	337,669
Corn, bush.	378,057	2,394,305	3,496,371	3,111,220	307,141	738,871	799,833	481,187
Barley, bush.	187,198	162,837	80,599	37,442	49,621	138,100	181,403	198,938
Rye, bush.	....	10,877	37,220	43,465	17,196	35,534	92,879	85,556
Potatoes, bush.	36,792	114,672	102,699	39,200	86,519	92,203	24,841	16,959
Grass seed, tons	576	680	1,028	673	92	531	581	485
Provisions, tons	2,570	2,884	4,692	2,121	914	2,138	2,293	2,735
Butter, tons	372	662	....	....	....	....	....	....
Sundries, tons	3,853	8,819	7,906	7,053	4,194	8,843	11,687	18,357
Pork, tons	3,272	13,226	12,708	2,272	49	2,609	2,705	2,188
Hides, tons	255	221	784	1,312	615	1,073	8,333	716
Wool, tons	142	170	434	333	159	114	95	124
Animals, cars	228	449	2,970	2,848	228	948	1,631	1,580
Whiskey, bbls.	7,361	11,484	11,839	11,177	4,234	9,607	11,771	11,936
Mill stuff, tons	719	1,261	2,190	2,712	1,134	1,432	1,199	756
Milk, gallons	31,046	29,181	125,798	293,556	260,453	426,711	853,269	401,521
Paper, tons	2,408	1,243	388	429	141	410	406	304
Lead, tons	266	1,787	3,539	1,979	1,612	2,268	2,739	1,626

* Includes interest on deposits, and balance from previous year.

† Includes the items formerly noted separately.

COST OF ROAD AND EQUIPMENT—As follows at the end of the fiscal year—

	1st May, 1855.	1st May, 1856.	1st May, 1857.	1st Jan., 1858.	1st Jan., 1859.	1st Jan., 1860.	1st Jan., 1861.
Main Line	$2,083,967	$2,110,991	$2,118,912	$2,127,446	$2,127,906	$2,127,906	$2,127,906
Beloit Branch	405,950	409,272	410,120	410,523	410,523	410,523	410,523
Chi. & Iowa Line	1,790,592	2,183,938	2,251,473	1,293,113	2,293,113	2,296,546	2,294,046
Depots	602,401	788,440	820,572	824,032	824,032	824,032	864,032
Second track	56,535	188,250	366,266	405,850	405,868	405,868	405,868
Fulton extension	....	....	....	....	....	15,124	15,591
Locomotives, etc.	820,455	1,175,461	1,311,917	1,311,917	1,311,917	1,311,917	1,311,917
Air Line	....	566,883	608,166	611,842	611,600	611,600	611,600
Connections	....	....	20,000	20,000	20,000	20,000	20,000
Discount, int., etc.	106,383	319,378	385,868	644,488	644,488	644,488	644,588
Bonus stock	685,900	685,430	686,510	686,510	686,510	686,510	686,510
Total	$6,552,168	$8,429,043	$8,979,043	$9,335,721	$9,339,390	$9,354,514	$9,352,481

STATEMENT *showing the Number of Passengers transported yearly.**

	Eastward. Thr'gh.	Eastward. Way.	Eastward. Total.	Westward. Thr'gh.	Westward. Way.	Westward. Total.	Both Ways. Thr'gh.	Both Ways. Way.	Both Ways. Total.	Total. Mileage.
1854	36,933	178,873	215,336	53,931	202,058	255,989	90,394	380,931	471,325	24,753,989
1855	54,215	197,499	251,714	83,172	217,152	300,324	137,387	414,651	552,038	30,791,207
1856	49,709	230,239	279,948	78,239	254,569	332,805	127,948	484,805	612,753	31,420,941
1857†	28,818	163,247	192,065	38,659	173,308	211,967	67,477	336,555	404,032	17,422,871
1858	20,177	171,800	191,977	21,220	181,516	202,736	41,397	353 316	394,713	17,996,396
1859	18,839	165,778	184,617	20,617	169,942	190,559	39,456	335,729	375,176	15,810,583
1860	16,217	143,870	160,087	17,630	153,209	170,839	33,847	297,079	330.926	14,162,324

*The number of passengers carried in 1849-50 was 37,524; in 1850 51, 69,782; in 1851-52, 91,920; in 1852-53, 140,016, and in 1853-54, 238,296. † Eight months.

MILEAGE OPERATED, EARNINGS AND EXPENSES PER MILE OF ROAD AND TRAINS.

Years.	Average mileage of road.	Miles run by trains.	Per mile of road. Gross earnings.	Per mile of road. Operating expenses.	Per mile of road. Net earnings.	Per mile run by trains. Gross earnings.	Per mile run by trains. Operating expenses.	Per mile run by trains. Net earnings.
1850-1	42	86,118	$3,040	$1,164	$1,876	148.2c	56.8c	91.4c
1851-2	62	118,261	3,408	1,409	1,999	178.1	73.6	104.5
1852-3	90	202,953	5,256	2,082	3,172	233.5	92.3	141.2
1853-4	130	352,319	6.146	2,763	3,383	226.8	101.9	124.9
1854-5	197	633,288	7,648	3,678	3,970	237.9	108.4	129.5
1855-6	232	926,023	9,960	5,575	5,385	250.1	114.8	135.3
1856-7	249	1,153,894	9,704	4,501	5,203	209.4	112.3	97.1
1857 (8 mo)	249	738,355	6,589	3,699	2,890	212.5	124.8	87.7
1858	249	808,235	6,215	3,724	2,491	191.5	103.0	88.5
1859	249	866,444	5,509	3,224	2,276	158.1	92.6	66.5
1860	261	936,018	5,604	3,105	2,499	148.4	82.2	66.2

ABSTRACT OF GENERAL ACCOUNT YEARLY, 1854-61.

	1st May. 1854.	1st May. 1855.	1st May. 1856.	1st May. 1857.	1st Jan. 1858.	1st Jan. 1859.	1st Jan. 1860.	1st Jan. 1861.
Road, etc.	$4,143,656	6,552,163	8,429,043	8,879,804	9,335,721	9,339,390	9,354,514	9,352,481
Machinery	68,753	115,674	150,264	168,731	59,734	50,302	48,858	45,413
Real estate	20,721	21,397	22,948	23,138	23,138	22,706	21,422	20,334
Materials	31,343	26,596	28,225	7,079	476,683	281,483	213,097	228,462
Bonds, etc.	1,972	209,000	211,003	211,003	318,098	303,132	313,243	308.826
Miscellaneous	208,507	120,196	333,495	459,319	70,367	110,192	145,557	150,867
Cash	41,338	10·541	35,737	47,498	82,975	193,311	249,740	363,503
Total	4,516,290	7,055,567	9,210,715	9,896,572	10,366,716	10,300,516	10,346,441	10,469,886
Capital	2,682,167	4,334,800	5,441,500	6,013,100	6,023,800	6,026,400	6,027,700	6,028,300
2d div. bonds.	26,000	21,000	3,500	.....	.....	.....	.....	.....
3d div. bonds.	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
1st mort. b'ds.	756,000	1,289,000	1,337,000	1,400,000	1,400,000	1,511,000	1,393,000	1,393,000
2d mort. b'ds.	.....	.....	760,000	906,000	1,847,000	1,738,000	1,629,000	1,520,000
Litchfi'd b'ds.	.....	.....	113,830	52,015	52,015	52,015	11,200	11,200
Bills payable.	215,251	281,888	438,238	611,567	49,716	.....	3,837	9,766
Scrip, etc.	44,098	210,972	33,659	16,004	8,339	5,995	4,702	4,197
Div. and coup.	17,017	12,153	42,359	45,212	8,088	12,521	11,726	11,943
Sinking f'ds	.....	.....	40,000	98,000	153,000	269,000	378,000	487,000
Surplus, etc.	175,694	315,754	380,629	153,720	82,975	198,636	250,687	335,212
Sundries	.....	.....	.....	953	141,783	4,949	36,589	77,269
Total	4,516,920	7,055,567	9,210,715	9,896,572	10,366,716	10,300,516	10,346,414	10,469,886

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Year	Cost of road, etc.	Mile-age.	Gross Earnings. Pass'ger.	Freight.	Mails.	Total.	Operating expenses.	Earnings less exp.	Div. Am't.	Div. p. c.
1849-50	$433,429	40.50	$22,802	$25,530	$.....	$48,520	$18,520	$29,812	$23,383	10½
1850-51	695,507	42.50	56,473	68,587	2,626	127,686	48,964	78,782	47,711	15
1851-52	1,326,706	84.50	85,176	121,805	4,329	211,310	87,362	123,948	62,914	15
1852-53	2,230,189	92.50	192,461	272,406	8,681	473,538	187,396	286,162	149,973	20
1853-54	4,143,656	187.50	339,996	447,657	11,350	799,013	359,199	439.814	353,155	16
1854 55	6,552,163	211.50	629,692	859,363	17,655	1,506,710	686.517	820,193	546,519	17
1855 56	8,429,043	249.50	880,410	1,405,325	30,142	2,315,787	1,063,745	1,252,042	986,524	22
1856-57	8,979,804	249.50	906,069	1,463,959	47,216	2,416,344	1,295,493	1,120,851	1,095,590	20
1857	9,435,721	259.50	522,187	1,063,230	55,390	1,640,807	921,252	719,555	301,115	5
1858	9,339,390	259.50	472,269	1,022,142	53,150	1,547,561	927,233	620,328	241,024	4
1859	9,354.514	259.50	397,402	918,247	58,792	1,369,441	823,021	546,420	120,528	2
1860	9,352,481	261.25	341,384	1,041,564	79,803	1,462,752	810,491	652,261	180,834	3

LENGTH OF ROAD.

Main Line:—Chicago to Freeport	121.00 miles.
Elgin Branch—Elgin to East Elgin	1.50
Beloit Branch—Belvidere to Beloit	21.00
St. Charles Air Line—Chicago to Harlem	10.50
	33.00 "
Chicago, Fulton and Iowa Line—Turner to Fulton	105.50 "
Fulton Extension	1.75 "
Total mileage owned by company	261.25 "

Second track (on main line) 30 miles. Sidings, turnouts, etc., 44.50 miles.

Roads operated by Company under Lease or other arrangement—

Elgin and State Line—East Elgin to Wisconsin State Line	33.20 miles.
Beloit and Madison—Beloit to Footville	17.30 "
Total mileage operated by company	311.75 "

The office of the company is at Chicago, Ills. The officers and directors for 1860-'61, are as follows:

President—WALTER L. NEWBERRY.

Directors—Walter L. Newberry, William H. Brown, Orrington Lunt, Flavel Mosely, Jason McCord, Jonathan Burr, Edward K. Rogers, Wm. Larned, John Wentworth, Chicago; Charles S. Hempstead, Galena; Thos. D. Robertson, Rockford; D. A. Knowlton, Westfield, N. Y.; William H. Ferry, Utica, N. Y.

Vice President—WILLIAM H. BROWN.

General Superintendent—EDWARD B. TALCTT.

Assistant Sup't—EDWARD H. WILLIAMS.

Secretary—WILLIAM M. LARRABEE.

Treasurer—WILLIAM LARNED.

Auditor—HENRY TUCKER.

Attorney—ELLIOTT ANTHONY.

Engineer—W. S. Pope.

Master Mechanic—THOS. BURGESS.

Journal of Railroad Law.

RECIPROCAL DUTIES OF PASSENGERS AND CARRIERS; WHEN A PERSON MAY RIDE UPON THE PLATFORM AND NOT BE GUILTY OF NEGLIGENCE; THE RAILROAD ACT OF 1850 CONSTRUED.

The case of Willis *vs.* The Long Island Railroad Company, decided at the Orange General Term of the New York Supreme Court, determines a number of questions relative to the duties of companies in providing seats for passengers; the obligation which the individual is under to exert himself in getting a seat, when they are encumbered with baggage, or are monopolized by selfish fellow passengers; the construction of the general railroad act of 1850 relative to passengers standing upon the platform of the cars, etc.

The plaintiff together with his minor son got upon the defendants' cars at Hempstead Branch; they had just time to attend to their baggage and get upon the train before it started: they found the car full and therefore took their stations upon the front platform of the first car the train then being in motion. There were empty seats in the rear cars, but the plaintiff did not go through to ascertain whether there were accommodations in the other cars or not, but only passed half way through the first car of the train, when seeing no empty seats they returned to the platform. Some seats were occupied by light baggage, belonging to the passengers, and, in a few instances, two seats were occupied by one person. Soon after

leaving Hempstead Branch the engine and baggage car were thrown from the track. The *first* passenger car was partially broken. No other cars were injured. The accident was caused by poles lying across the track, having probably fallen from a preceding freight train. The engineer's view of the obstruction was intercepted by laborers on the track until too late to avoid the accident. The concussion was very slight and no one was injured upon the train but the plaintiff and his son. Notices like the following were posted in conspicuous places inside of each passenger car in the train:

"Notice. Passengers are notified not to put their heads or arms out of the windows, and not to stand upon the platforms of the cars."

The defence was, concurrent negligence upon the part of the plaintiff, in standing upon the platform and not going through the cars to find a seat: there being a plenty of them unoccupied. At the trial the jury rendered a verdict in favor of the plaintiff for $3,100; and upon exceptions to the charge of the judge the defendants appealed. The following is in substance the decision of the General Term affirming the judgment of the Court below.

By the Court—EMOTT, J.—There can be no serious question as to the negligence of the defendants in respect to the occurrence by which the plaintiff was injured. It was a question whether the engine driver could not and ought not to have seen this obstruction in time to have checked the train and prevented a collision with it. But if this were not so, it would not have required a very great or unusual excercise of care on the part of those having charge of the road and the trains, either to have prevented these things falling from a train while in motion, or to have replaced them if they did fall of: or to have removed them from the track, or to have discovered their presence and warned an approaching train in season to have prevented any injurious consequences. A sufficient number of men upon the train from which the poles escaped, or a force of watchmen upon the track to examine and keep it clear, would have sufficed to prevent the collision which injured the plaintiff.

Such precautions, however expensive or onerous, are far from being beyond the reach of human skill and foresight, and that is the only limit of the duty of a carrier to provide for the safety of his passengers. The principal question in this case is whether the plaintiff is guilty of negligence. The rule is that a plaintiff cannot recover for an injury which he has sustained in consequence of the negligence of a defendant, if his own negligence contributed to produce the injury. * * * * *

The extent and measure of duties and the responsibilities of the carrier and passenger are quite different. The carrier is bound to the exercise of all possible skill, foresight and care. The passenger is bound to conduct himself with due and ordinary prudence, such as a carful man would use under the circumstances. He is not required to foresee unexpected dangers, nor to speculate upon risks, but he is obliged not to expose himself to danger which is known or may be looked for, in a manner inconsistent with ordinary caution. * * * * *

It is not negligence for a man to ride on a platform of a car because he is more likely to be injured there in case a collision occurs, unless he is under obligations to ride where he will be most safe in case a collision does occur. But I think a passenger is not bound to anticipate a collision, or that the train will be thrown from the track. He has a right to expect that he will be carried safely, that the carrier will discharge his duty, will provide a safe vehicle and an unobstructed track, and that the passengers will be exposed to no risks but those incident to that mode of travel. It is not, in my judgment, negligence in a passenger to occupy a position which will involve increased risk to him of the consequences of negligence and misconduct of the carrier. We might as well say that it is negligence for a man to stand or sit near a boiler on a steamboat, because in case the carelessness of the managers produces an explosion, he is more likely to be killed. A passenger neglects his duty when he does not guard against the risks which he knows to be ordinarily incident to the mode of travel which he employs, but he cannot be charged with such a neglect for omitting to provide against the possible consequences of the misconduct of the carrier. I am, therefore, of the opinion that the fact that the plaintiff was upon the platform of the car when he was injured, does not of itself, independent of the statute which I will proceed to consider, bar his recovery of damages for his injuries.

Section 46 of the General Railroad Act provides that "in case any passenger shall be injured while on the platform of any car in violation of the printed regulation of the company posted up at the time in a conspicuous place, inside of its passenger cars then in the train, such company shall not be liable for the injury, provided the said company at the time furnished room inside its passenger cars sufficient for the proper accommodation of its passengers." * * *

The question upon this part of the case is whether the defendants furnished "sufficient accommodations" within "the cars" according to the meaning of the statute. Accommodation means more than room. Sufficient accommodation means room enough to receive the passengers, together with a supply of the conveniences requisite for their comfort, customary in the particular mode of travel. In the case of railroad cars it implies not only space enough within the cars to contain the passengers, but also the means of sitting in the usual manner during the journey. The judge charged the jury at the trial, substantially, that in order to entitle themselves to the protection of the statute it was incumbent on the defendants to furnish not only room in the cars, but seats, and that if there were no vacant seats the plaintiff was not chargeable with fault, nor exposed to the statute, for remaining on the platform. I think this is the true construction of the statute, and that the instruction given to the jury upon this point was correct.

It was contended that although the first car of the train, into which the plaintiff and his son entered, was full, yet there were vacant seats in other cars, which they might and ought to have taken. The evidence went to show, and the jury had a right to believe, that the train made a short stoppage at the station where the plaintiff got upon it, and that he was obliged to make some exertions to get his luggage upon the train, and get in the cars himself before they left the station. There was no evidence that any one connected with the train or the road pointed out either car in particular to the plaintiff, and I see no foundation for the proposition that he should have known or believed that this car would be full, and should have ascended some other car, and that, therefore, the defendants were not bound to furnish accommodations in that car. The premises are not true, and the conclusion does not follow from them.

Nor does the plaintiff's getting upon this car while it was in motion, affect in any way the present question. He was not prevented from finding a seat by getting upon the train while it was in motion. If he did so, it was because he was unable to have the luggage secured before the train started. The plaintiff's injuries or their occasion had nothing to do with the time or the manner of his getting on the train. There was but one point of view in which these facts were material, and the law upon that point was correctly laid down by the court. The judge said to the jury that if the plaintiff and his son had sufficient time after they entered the first car, if they found no seats there, to go through the other cars and obtain seats, the plaintiff should not recover. That if there were accommodations in the other cars, and there were sufficient time and opportunity for the plaintiff to go there before the train started, he had no right on the platform. But he was not bound to go from one car to another after the train had started. This instruction was correct upon all the points which it embraced, and was all to which the defendants were entitled.

The Court also held, that "the conductor knew or ought to have known the conditions of the seats, and it was his duty to have cleared them, if they were improperly occupied, and to have provided seats for persons who were standing either within or without the car. It was his duty and that of his assistants, if he had any, to do this for the comfort and convenience of the passengers, as well as to comply with the statute, which was to protect the defendants in case of a collision or other damage to the train. It was not a compliance with the statute that the defendants would have provided a seat for the plaintiff if they had been requested to do so. They were bound to furnish seats without requests and as a part of their duty.

Prince Edward's Island.

The census of Prince Edward's Island has recently been taken, and the result is as follows:

Queen's County	39,514
Prince "	21,379
King's "	19,755
Total	80,648
Census of 1855 was	71,496
Increase in 6 years	9,152

A Locomotive Feat.

A few days since, engine 107, a Rogers coal-burner, on the Illinois Central Railroad, brought into Chicago 58 loaded cars—53 loaded with wheat and corn, averaging 10 tons, and 5 cars of lead, averaging 3 tons and 300 lbs. each. Estimating the freight cars to weigh 50 tons, and the load 581, we have a weight of 631 tons; and with this load the engine made up ten minutes lost time in a distance of twenty miles. James Wright was engineer, and J. A. Winn, conductor.—*Chicago Tribune.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	80.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,085	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	—
31 Dec. '59	61.0	—	3.0	—	.....	.....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,576,147	66.0	.....	119,146	.....	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	326,573	—	—
30 Nov. '60	60.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	—
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
.. .. '59	26.5	3.9	....	227.0	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '60	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,067,928	1,400,998	711,359	4,631,540	3,168,000	179,060	8,701,823	210.0	.....	1,233,708	453,141	....	61
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	.....	.....	.....	Chicago and Northwestern	9.344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	41½
10 Nov. '58	33.2	—	....	—	.....	.....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	63
.. .. '57	175.0	—	....	—	.....	.....	.....	Great Western	5,022,926	*	—	1,900,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. ..	148.0	—	....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. '58	186.0	—	....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	....	—	.....	.....	.....	Jeffersonville	1,554,732	*	278,334	1,015,907	725,000	5,900	2,182,003	108.0	329,461	302,006	112,797	—	—
.. .. '59	64.0	—	....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,050	—	—
.. .. '58	288.0	—	....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,811,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	360,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Miun.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.8	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	....	—	}			Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—	}	12	10	165	Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,860	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	612,803	716,478	371,122	—	....
.. '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	13	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	....	206.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	618,618	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	783,774	.....	—	—
31 Aug. '60	58.7	—	....	185.8	.....	.....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,284,016	249,969	106,434	1,710,819	58.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
30 Nov. '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	39
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,563,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	288,627	—	14½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	63.7	525,954	1,045,683	439,284	8	108½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
30 Nov. '60	44.1	30.5	24.4	—	56	47	429	Eastern	4,450,417	*	—	2,853,400	1,955,500	.....	.....	120.7	—	719,234	367,083	2	64½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	97½
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,337	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	102½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	12½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	110
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	45
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	14½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	——
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	108.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	110.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	48.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mas	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	6,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	.....
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	8,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	418,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,[illegible]000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	34
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	843,021	119,454	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	—	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	76¼
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	26
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	11½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by R.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,658	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	25
1 May, '59	131.5	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	674,275	12	97
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,902,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,098	332,093	4	9
1 Jun. '61	109.2	79.4	—	—	32	52	430	Cleveland and Toledo	7,192,232	*	—	5,343,812	3,848,420	196,000	7,388,232	188.6	—	920,000	128,000	—	28½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	—	5	3	—	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	82.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,599,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	84	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,080	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,216	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	811,201	164,554	10	57½
31 Dec. '60	62.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	119.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	70
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84.017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.6	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	40
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	57
30 Nov. '60	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,391,542	393,977	—	3,155,829	2,961,267	208,713	6,346,800	65.7	232,650	389,622	212,959	—	6
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681,158	3,065,289	3,474,545	13,261,960	17,163,947	387,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	38½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48½
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,130	11,787,041	12,195,960	1,125,000	26,087,991	161.4	—	3,812,846	858,597	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	90.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	48,677	1,236,897	471,712	6½	88

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	----
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	199,878	238,420	860,339	—	----
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,588	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	406,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	177,563	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----	----	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	----	1,380,695	ope	r. by Vt.	Central	----	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,780	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	874,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	14
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----	213,964	81,045	—	----
— — '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	----
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	16,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	---
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	----	----	----	—	----
								NOVA SCOTIA.													
— — '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
Dec '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----	1,550,873	1,026,121	12	102

New York Stock Exchange.

Sale Prices for the week ending July 24, 1861.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Federal Stocks:—						
U. S. 5s, 1871	83⅞	....	....	....	80	....
U. S. 5s, 1874	82	81½	....	81½	80	80
U. S. 5s, 1865	89	89	....	....	....	....
U. S. 6s, 1881	90	90½	90	86	88	88½
U. S. 6s, 1862	....	....	95½	....	....	....
Treas. 12 p. c. notes	102⅜	102⅜	....	....	102	102
" 10 " "	....	101¼	101½	....	....	....
" 5 " 2 years	....	....	....	....	....	....
" 6 " "	....	99½	99½	99½	99	98½
State Stocks:—						
California 7s	78½	....	....	....	75	77
Georgia 6s	63	64	64	65	65	....
" 5s	....	....	....	....	....	....
Illinois 6s	....	84	....	80	82	....
Indiana 5s	77½	....	77	....	....	....
" 2½s	....	....	....	....	....	....
Kentucky 6s	77	78	....	....	76	77
Louisiana 6s	60	58	57½	57½	55	57
Maryland 6s	....	....	....	....	....	....
Michigan 6s	80½	....	....	....	80	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	46½	45½	44½	40½	42½	43½
" 5s	....	....	....	....	....	....
Do. iss. to H.&St.J.R.	52	52	51½	50	45	¶49¼
New York 7s, 1870	106	....	....	....	....	....
" 7s, 1864	....	....	....	102½	....	....
N. Y. Central, 6s	....	92½	....	....	92	....
North Carolina 6s	59	59½	58½	59	58½	59½
Ohio 6s, 1860	91	....	....	....	90	....
Tennessee 6s, 1890	45½	45	43½	45	42	43
Virginia 6s	48	47½	47	48½	48½	49
Railroad Shares:—						
Chicago, Burl. and Q.	63	....	....	62	62	61
Chicago and Rock Isl.	44½	43½	43⅝	38½	40½	41½
Clev., Col. and Cin.	....	....	94	....	....	....
Clev., Painesv.& Ashl.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	9
Clev. and Toledo	33	31½	31½	26	28	28½
Del., Lack. and West.	....	....	....	....	....	70
Galena and Chicago	66½	66	65½	61	62	63
Hudson River	38½	38	37½	34	34	35½
Illinois Central (scrip)	69½	68⅝	68	63½	64½	64½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	47½	46½	45½	42½	42⅝	45
M. S. and N. I. guar'd	33½	....	32½	28½	29	30
M. S. and N. I.	15⅝	15	....	13½	13⅝	14
Mil. and P. du Chien	15	....	....	....	....	....
New Jersey Central.	....	....	....	....	....	....
New York Central	79	78⅝	78½	74½	76½	76⅝
Erie	28½	27½	27	23⅞	24⅝	26
Erie pref.	....	....	....	....	43	....
N. York and Harlem.	10½	11½	10½	12	11	11½
N. Y. and H. "pref."	29	28	27½	27½	25½	27½
Panama	....	111½	....	....	110	109½
Phila. and Reading	39½	38⅝	38½	34½	36	36½
Stonington	....	....	....	....	....	....
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	40	40	40	....	....	....
" " 2d M.	16½	....	16	....	....	....
" " S. F.	....	....	....	....	....	84
Cl. & Tol. S.F. 7 p.c.'85	....	....	....	....	....	73½
D.L.&W.1M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	....	....	....	....	....	....
" 2M.8p.c.'75	....	....	94	....	....	....
Hann. & St.J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1M.7p.c.'69	....	....	....	....	....	....
" 2M.7p.c.'60	....	....	....	....	96	....
" 3M.7p.c.'75	80	....	....	....	....	....
" sink. fund.	97½	97	....	....	....	....
Illinois Centr.7 p.c.'75	92	92	91½	89½	90	90½
" " 6p.c.'75	92	92	91½	89½	90	90½
L. Erie & Wab. 1 M.	63½	60	....	....	64	....
" " 2 M.	....	28	....	....	....	....
Mich.Cen.S.F.8 p.c.'82	....	....	95½	....	....	....
" conv.8p.c.'69	96	....	....	....	....	....
Mich. Southern 1st M.	....	79½	....	....	....	....
" " 2d M.	....	60	....	....	60	....
" " S. F.	74½	73	74½	....	....	....
M.S.& N.I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	....	92½	....	....	92	....
" 1 M. 7 p.c.'64	....	....	....	98	....	....
" bonds 1876	....	....	....	....	....	....
N.Y.&E. 1 M. 7 p.c.'67	....	....	....	....	....	....
" 2 M. 7 p.c.'64	98½	98½	....	....	....	....
" 3 M. 7 p.c.'83	....	....	....	....	....	....
" 4 M. 7 p.c.'80	....	....	....	....	....	....
" 5 M. 7 p.c.'83	....	....	....	....	....	....
" conv. 7p.c.'62	....	....	....	....	....	55
" " 7p.c.'71	....	....	55½	....	....	55
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	96	97½	....	....	....	....
" 2 M. 7p.c.'64	....	....	....	....	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
Penn. 1M.7p.c.conv.'88	....	....	....	....	....	....
" 2 M. 6 p.c.st'g '75	....	....	....	....	....	....
Ph. and Read. 6 p.c.'60	....	....	....	....	....	....
" " 6 p.c.'70	....	....	....	....	....	....
T. H. and A. 1M. 8s'72	....	....	....	....	....	....
" " 2M. 8s'70	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. C. Co.	....	84	....	....	86	86
Cumberland Coal Co.	5½	5½	5½	5½	6	....
Penn's Coal Co.	....	....	....	....	80	....
Pacific Mail S. S. Co.	77	75½	74½	74½	71½	73½

The following are the closing prices in the London Market on the 6th July:

United States 5 p. c. red. '74	71	to	72
Illinois Central 6 p. c. red. 1875	80	to	82
Do. 7 p. c. red. 1875	82	to	84
Do. $100 shares, $80 p'd.	61½	to	62
Mich. Cen. 8 per cent. con. '60	90	to	91
Do. do. 1869	80	to	81
Do. do. 1st mortgage (sinking fund), 1882	84	to	86
Do. $100 shares	45	to	50
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares		to	..
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	87	to	90
Do. 7 per cent. (sinking f.) 1876	91	to	93
Do. $100 shares	69	to	71
New York and Erie 1st mortgage 7 per cent. 1867	92	to	94
Do. 2d mortgage, 1859	90	to	92
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	50	to	55
Do. Shares, assented	21	to	22
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	84	to	86
Do. 2d mort. 6 per cent. sterling	80	to	82
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	75	to	80
Do. 6 per cent. 1870	75	to	80
Do. $50 shares	15	to	20

American Railroad Journal.

Saturday, July 27, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The share market has been subject to extraordinary fluctuations the past week, caused by the reported success and defeat of the national forces. On Friday and Saturday the market was very buoyant. On Monday afternoon, the fall equalled 3 or 4 per cent. for the average of the list. One-half of this fall has since been fully recovered, though the market has to-day (Thursday,) slightly receded from the effect of realizations under the recent rapid recovery. The public mind has got very nearly over the effects of the late reverse, and confidence in the ultimate success of the Government is unshaken. Railroad shares, on the whole, are well maintained. The earnings of roads in the Northern States continuing very satisfactory. In these States all our routes of commerce are uninterrupted, and the movement of produce on all continues to be very large. Money continues in the greatest abundance, notwithstanding the numerous loans, State and National, now upon the market. To show the confidence which exists we may state that the war loan of the State of Connecticut bearing 6 per cent. interest was taken from $100.11 to $105.00. It is a somewhat curious anomaly that many of the States can obtain money on much better terms than the Federal Government. The prospects for abundant harvests is most cheering, and if prices continue at the present figures, must exert a very great influence in reviving business and commercial operations.

Parties interested should not forget that the 28th instant is the last day for "assenting" on Erie stock and bonds. The 28th falling on Sunday, the matter must be attended to on the 27th. After the 28th, outsiders are cut off. The assessment is $2 50 per share, which is to be repaid from the first earnings of the road, before any dividend is payable on the preferred stock.

The Delaware and Raritan Canal Company and Camden and Amboy Railroad and Transportation Company have declared a dividend of five per cent. payable in this city by Ira Bliss, at the office of the companies.

The interest on the first mortgage bonds of the Hudson River Railroad Company will be paid August 1, at the Treasurer's office, in New York.

The Brooklyn City Railroad Company has declared a dividend of 4 per cent., payable at the office, No. 10 Fulton-st., Brooklyn.

The seven per cent. mortgage bonds of the Pennsylvania Coal Company, amounting to $600,000, will be paid at maturity, on the 1st day of August next, at the office, in New York.

Long Island Railroad Company.

It will be seen by an advertisement in another column, that this company is disposed to follow the example of the Philadelphia, Wilmington and Baltimore Railroad Company, and have their road and machinery kept up by contract.

Penobscot and Kennebec Railroad.

This company was chartered April 7, 1845. The construction of the road was commenced in 1852, and completed as follows: from Waterville to Kendall's Mills, 3 miles, in December, 1853; thence to Pittsfield, 18 miles, in November, 1854, and to Bangor, 34 miles, in August, 1855. Total length, 55 miles. On the 1st of November, 1856, the road was leased to the Androscoggin and Kennebec Railroad Company for a period of 20 years, the latter agreeing to maintain and operate the same, and to pay to the former three-sevenths of the net earnings of the joint business. Under this lease the company has received $308,237, viz:—for six months ending May 31, 1857, $33,170; for the year ending May 31, 1858, $63,526; for the year ending May 31, 1859, $67,324; for the year ending May 31, 1860, $73,651; and for the year ending May 31, 1861, $70,566. The earnings from its opening to the date of the lease (average 18 months) amounted to $145,577; the expenses of working, $82,544—net earnings, $63,023.

Capital Stock—Authorized, $1,000,000.
" Paid in, $557,779 45.

Funded Debt—$1,205,400; described as follows:

Bangor City 1st mortgage, 6 per cent. coupon bonds, $780,000. The original amount was $800,000, of which $500,000 were issued October 2, 1854, payable in 20 years; interest semi-annually at Boston; and $300,000, April 21, 1855, payable in annual instalments of $20,000 after 1860; interest semi-annually at Boston. The first instalment of $20,000 has been paid. These bonds constitute by statute a first lien on the road, and are further secured by an equal amount of the company's bonds issued to the city. The interest has been regularly paid by the company.

Second mortgage 6 per cent. coupon bonds, $268,800, issued Aug. 1, 1856, and payable in 20 years; interest semi annually at Bangor, Me. The interest has been regularly paid.

Third mortgage 6 per cent. coupon bonds, $156,600, issued Sept. 1, 1856, and payable, principal in 15 years, and interest semi-annually at Bangor. Interest unpaid since March 1, 1858. This mortgage provides for an issue of $300,000.

The annual meeting of this company was held

on the 9th inst., at Bangor, at which the report of the directors for the fiscal year ending May 31, 1861, was presented. The earnings of the joint line of railroad between Bangor and Danville Junction, is as follows:

From 117,461 passengers		$151,191 06
" 82,381.81 tons of freight		151,908 22
" express, mail, etc		15,406 12
		$318,505 40
And the expenses were:		
Repairs of track	$52,677 57	
" rolling stock	25,883 59	
" buildings, etc	8,900 01	
Train expenses	15,314 28	
Station expenses	17,123 50	
Fuel	17,678 51	
Oil and waste	3,252 33	
Salaries and general management	7,586 04	
All other expenses	5,435 71	
		153,851 54
Net earnings for the year:		
Androscoggin and Kennebec R. R. Co., 4-7ths	$94,087 92	
Penobscot and Kennebec Railroad Co., 3-7ths	70,565 94	
		164,653 86
Compared with the previous year, the gross earnings show an increase of		$16,274 56
With an increase in expenses of		23,473 13
Making the decrease in net earnings		$7,198 57

—the amount received by this company is therefore $3,085 10 less than for the previous year. The report says:

The foreclosure of the mortgage given by you to secure the third bonds and interest, will be perfected, and the time for redemption expire, early in July next and before your next annual meeting—unless the interest due on the bonds at the time the notice for foreclosure was given, is paid.

As the directors have no assets or means within their control which can be used for that purpose, it is for you to decide and determine what measures, if any, you will take to prevent the forfeiture of the property, and its passing out of your possession and control.

The owners of the second bonds have given notice as provided by law, of a second foreclosure, for the non-payment of interest accrued since the date of the notice of their first foreclosure. The time of redemption under their first foreclosure, expires January 26, 1863.

Several of the notes amounting to the sum of $7,300, given by the Treasurer for the purchase of the Pier property, fall due the present year, and to avoid the forfeiture of the company's claim to the real estate holden as security by the owners, provision will have to be made by the directors for the payment thereof—unless an extension can be obtained from the owners.

The principal difficulties your directors encounter in providing for the adjustment of all the company's liabilities, arise from the existence of different classes of claims and the manner in which they are secured.

The only method the directors can suggest by which the corporation can be relieved from its present embarrassments, is by a reduction of its indebtedness, (which of course can only be done by the release of a per centage of certain classes of the claims against the company, by the owners, who have no security or but a limited one,) to a sum not exceeding twelve hundred and fifty thousand dollars, with the payment thereof secured by one mortgage on all your corporate property, and one class of bonds issued to that amount on a long term of time, with coupons annexed for the semi annual interest. Such a plan carried into effect, would undoubtedly be for the advantage of a portion of the creditors, and no detriment to the others as the net earnings hereafter will probably be sufficient to pay the interest on the $1,250,000.

GENERAL STATEMENT.

Capital stock		$557,779 45
1st mort. for City of Bangor bonds		780,000 00
2d mortgage bonds sold		268,800 00
3d " "		156,600 00
Interest scrip, due to stockholders		15,489 27
Bills payable and accounts		80,478 84
		$1,859,147 56
Construction account, including lands of Pier Co., and city lot at Bangor	$1,613,473 58	
Equipment	104,019 21	
Stock in Pen. and Ken. R. R. Co	78,014 20	
City of Bangor bonds unsold	1,000 00	
Bills receivable and accounts	1,910 19	
Cash	1,449 08	
Balance of profit and loss	59,281 30	
		$1,859,147 56

The company has of 2d mortgage bonds, which are pledged for $16,233 75, of bills payable, $31,200; of 3d mortgage bonds unsold, $143,400; and 1,140 shares of stock, received mostly for 3d mortgage bonds.

The coupons outstanding amount to $70,488; and the unsettled land damages, etc., to $5,800; to which add interest scrip, bills payable, etc., as above, $95,968 11—making the floating liabilities of the company, $172,256 11.

The assets consist of bonds of city of Bangor, $1,000; bills receivable and accounts, $1,910 19; and cash, $1,449 08—making a total of $4,359 23.

The funded debt consists of the three classes of bonds above enumerated, amounting in the aggregate to $1,205,400.

For all purposes trains have been run upon the line 176,970 miles, viz: in passenger service, 79,065 miles; merchandise service, 73,619 miles, and for other purposes, 24,295 miles—a decrease of 674 miles.

The whole traffic of the line in passengers was equal to 3,948,652 carried one mile, of which 1,652,744, or 41.9 per cent., were carried on this part of the line.

The freight carried was equal to 2,617,600 tons carried one mile, of which 676,882, or 25.9 per cent. were upon this end of the line.

President—HOLLIS BOWMAN.

Directors—Hollis Bowman, Jabez True, T. W. Baldwin, George W. Pickering, William Conner, John Webber, Ira Crocker.

Treasurer—ELIAS MERRILL.

Superintendent—EDWIN NOYES.

The Victoria Bridge at Pimlico.

It is rumored that both the roadway and the piers of this structure, completed a few months ago at a cost of nearly £100,000, are exhibiting signs of weakness. This bridge has, besides a number of short spans in the approaches, four wrought iron segmental arches of 175 ft. span each, there being three piers in the river. After the completion of the work, the piles, we believe, which had served as an enclosure to the piers, were withdrawn, leaving the foundations of the bridge exposed to the scour of the river. From the nature of the bottom, we should suppose that all the protection which the original piles (sawn off below water) could have given, would have been necessary. The arches themselves are formed each of six wrought iron plate ribs, arranged in three pairs, two pairs being placed so as to form the outsides of each span, while the other pair extends along the centre. These arched ribs are each about 4 ft. deep, and, perhaps, ½-in. thick, although they do not appear to the eye to be more than ⅜-in. thick. Flanches are riveted on both top and bottom. The spandrils are made of T-iron, riveted together in a sort of lattice-work. Over the spandrils, horizontal plate beams are placed, with their upper surfaces level with the crown of the arch, so as to complete the horizontal line of the roadway. The latter is carried upon rolled wrought iron cross beams, each about 11 ft. long, and 9 ins. deep, and spaced about 3 ft. apart. The ends of these beams abut against the inner vertical surfaces of the arched ribs and horizontal beams over the spandrils. The fastening of these ends to the ribs is one of the most wretched "cobbles" to be found in bridge construction. First, a short piece of angle-iron, its upper horizontal surface forming a projecting shelf, about 4 ins. long and 3 ins. wide, is riveted by four rivets to the main arched rib (or to the horizontal beams over the spandrils). On this shelf, the end of the cross-beam rests. The form of this beam, in section, is like that shown in Messrs. Mather, Ledward, and Co.'s card in our advertising columns. Two short vertical lugs, formed also of angle-iron and riveted each by three rivets to the main rib, embrace the "stem" or thin vertical part of this beam. Through these lugs and the "stem" of the beam three rivets are inserted. The ends of the beams, therefore, hang by three rivets besides resting on the short projecting flanch of a fragment of angle-iron below. Instead of buckle-plates, blocks of creosoted wood are wedged between the cross-beams, and over these is the ballast and permanent way.—*London Engineer.*

Valuation of the City of New York.

The following table will show the value comparatively, of the real and personal estate in the City and County of New York, as assessed in 1860 and 1861.

Wards.	Assessments in 1860, Real Estate.	Assessments in 1861. Real Estate.
I.	$36,625,512	$36,116,988
II.	21,736,709	21,542,413
III.	26,992,656	26,986,656
IV.	9,904,770	9,533,250
V.	17,311,335	18,732,600
VI.	12,766,250	12,818,750
VII.	13,018,799	13,035,599
VIII.	18,296,972	18,392,072
IX.	15,512,100	15,736,700
X.	8,665,800	8,754,800
XI.	8,917,220	8,966,520
XII.	11,857,184	12,454,550
XIII.	5,500,000	5,547,900
XIV.	12,424,700	12,552,100
XV.	28,385,300	28,611,100
XVI.	17,789,800	18,374,800
XVII.	17,460,300	17,795,200
XVIII.	37,549,800	37,157,350
XIX.	16,092,022	17,096,352
XX.	16,580,550	17,412,149
XXI.	29,710,650	31,671,950
XXII.	14,785,440	17,665,866
Total	$397,883,869	$406,955,665
	Personal Estate. 1860.	Personal Estate. 1861.
Resident	$163,626,675 97	$160,816,530 00
Non-Resident	15,121,162 00	13,807,776 00
Total	$178,747,837 97	$174,624,306 00
Total real and personal	$576,631,606 97	$581,579,971 00
Total increase real estate		$10,544,586 00
Total decrease personal estate		5,596,321 97
Net increase		$4,948,264 03
Total valuation of 1861		$581,579,971 00
Do. 1860		576,631,706 97
Increase over 1860		$4,948,264 03
Total valuation in County		$581,579,571 00
Total valuation in Lamp District		564,630,253 00
Total valuation south of 57th st.		555,513,153 00

The following table shows the valuation of real estate in the City and County of New York, from 1805 to 1860 (both inclusive), together with the rate and amount raised by tax for each year:

Years.	Valuation.	Rate.	Amount of tax levied on assessed valuation.
1805....	$25,645,868	50	$127,094 87
1806....	26,529,630	48-50	127,814 97
1807....	24,959,955	52	129,155 09
1808....	25,118,720	55	138,984 18
1809....	24,782,267	56	139,027 39
1810....	25,786,370	51	129,727 15
1811....	26,045,730	68	176,978 25
1812....	26,240,040	67	174,920 17
1813....	27,650,230	63	174,727 94
1814....	28,091,487	62	214,225 09
1815....	81,636,042	44-50	361,285 46
1816....	82,074,200	42	344,802 44
1817....	78,895,735	47	374,311 71
1818....	80,254,091	42	335,994 88
1819....	79,113,061	41-50	329,253 82
1820....	69,530,753	49	339,891 94
1821....	68,285,070	49-50	367,715 37
1822....	72,235,144	52 50	374,397 75
1823....	70,940,820	59 50	422,755 16
1824....	83,075,676	47-50	394,857 73
1825....	101,160,046	38-15	386,448 85
1826....	107,238,931	37	383,758 88
1827....	112,211,926	40	437,692 02
1828....	114,019,533	44	486,751 72
1829....	111,803,066	46	507,107 24
1830....	125,288,518	47-15	509,178 44
1831....	137,560,259	41	562,104 05
1832....	144,902,328	46	665,385 74
1833....	166,491,542	59	971,865 61
1834....	186,548,511	46	835,605 49
1835....	218,723,703	46	965,502 94
1836....	309,500,920	35	1,085,130 44
1837....	263,747,350	45	1,244,972 17
1838....	264,152,941	55-50	1,486,993 73
1839....	270,879,019	50-90	1,352,826 51
1840....	253,233,517	54-70	1,354,835 29
1841....	221,194,920	56-72	1,394,146 65
1842....	237,805,651	86-44	2,031,382 66
1843....	229,229,079	79-20	1,747,516 59
1844....	346,727,143	86-16	1,988,818 56
1845....	239,995,517	89-60	2,096,191 18
1846....	244,952,004	105-10	2,520,146 71
1847....	247,153,299	105 36	2,581,776 30
1848....	254,163,523	107-80	2,715,500 25
1849....	266,197,143	118-32	3,005,762 52
1850....	286,161,816	113 75	3,230,085 02
1851....	320,110,857	91-98	2,924,455 94
1852....	351,768,426	96-79	3,380,511 05
1853....	413,631,382	123-42	5,066,698 74
1854....	462,021,734	105-70	4,845,386 07
1855....	486,998,278	120 60	5,813,832 89
1856....	513,739,279	138-30	7,075,435 72
1857....	521,165,252	155 64	8,066,566 52
1858....	531,194,290	163,038	8,620,926 00
1859....	551,923,122	179,216	9,863,002 00
1860....	576,631,706 97	169,481	9,758,507 86

Cotton in India.

Mr. Edward A. Newton of Pittsfield, who resided many years in India, has some very interesting statements in the Pittsfield *Eagle*, on the supply of cotton from the East. He quotes the following extract from a letter written by Mr. W. F. Stearns, son of President Stearns of Amherst College, who is a merchant in Bombay, India, dated the 12th of April:

"I went into the interior a few weeks since, as far as Sholapore, and found that the natives throughout the country had heard of the troubles in America, and that the amount of land which had been laid out and planted by them, with cotton, was somewhat astounding. My word for it, founded on personal observation, if the secession movement continues, in five years India will export 4,000,000 bales. The quality is constantly improving, and the means of transportation are becoming so easy that the South will not be able to command the monopoly of the staple out of the Union."

Mr. Newton says there are three qualities of cotton produced in India, the best of which is grown in the province of Madras. The plant is indigenous, and the extent to which it may be cultivated is unlimited, and the cheapness with which this may be done would seem almost incredible to persons not familiar with the country and its inhabitants. But hitherto the method of cultivation has been careless and irregular. He does not confirm the oft-repeated statement that the want of proper facilities of transportation presents an insurmountable obstacle to an enhanced supply, for he says large rivers abound in all the cotton-growing region, furnishing cheap water carriage to the sea-board. He thinks the quality is susceptible of great improvement. Mr. Newton says in conclusion:

"That the extensive cultivation of this important commodity should now be encouraged in all parts of the world for the *material* advantage of mankind must be universally admitted; and, taken in connection with its social and moral results, especially with reference to our own country, the mind is overpowered by the contemplation of their magnitude. Be they more or less, however, of this I *am perfectly sure*, founded on knowledge and experience, that before the expiration of another decade of years, *the world will be flooded with cotton from India*."

Census of England.

The total population of England and Wales and the islands of the British Seas according to the census taken on the 8th April, 1861, amounted to 20,205,504 as follows:

	Males.	Females.
England and Wales	9,758,852	10,302,873
Islands	66,394	77,385
Total	9,825,246	10,380,258

To this should also be added for the portion of the army, navy and merchant seamen the out of the country 162,021 mostly adult males which would bring up the number to 20,367,525.

The population of England and Wales as compared with that of 1851 was as follows:

	1851.	1861.
Males	8,781,225	9,758,852
Females	9,146,384	10,302,873
	17,927,609	20,061,725

showing an increase of 2,134,116 in the decade, equal to 12 per cent.

The following table shows the movements of the population for the last sixty years. The enumeration includes the army, navy, etc., abroad, but not that of the islands:

	Population.	Increase.	Increase per cent.
1801.....	9,156,171	.....	..
1811.....	10,454,529	1,298,358	14
1821.....	12,172,664	1,718,135	16
1831.....	14,051,986	1,879,322	15
1841.....	16,035,198	1,983,212	14
1851.....	18,054,170	2,018,972	13
1861.....	20,223,746	2,169,576	12

—exhibiting a duplication in the last 50 years.

The number of houses, inhabited, uninhabited and building in the same years was as follows:

	Inhabited.	Uninhabited.	Building.
1801....	1,575,923	57,476	*no return.*
1811....	1,797,504	51,020	19,207
1821....	2,088,156	69,707	16,274
1831....	2,481,544	119,915	24,759
1841....	2,943,945	173,247	27,444
1851....	3,278,039	153,494	26,571
1861....	3,745,463	182,325	27,580

The total number of houses in 1861 was..... 3,955,368
and in 1851 3,458,104

Increase in 10 years..... 497,264

or a number sufficient to house 2,500,000 persons.

The returns of the Emigration Board furnish the following details for the 10 years covering the last census period.

Year.	Total No. of Emigrants.	English.	Scotch.	Irish.	Foreigners.	Not distinguished.
1851....	335,986	Native origin not ascertained.				
1852....	368,764					
1853....	329,937	62,915	22,605	192,609	31,459	20,349
1854....	323,429	90,966	25,872	150,209	37,104	18,678
1855....	176,807	57,132	14,037	78,854	10,554	16,230
1856....	176,554	64,527	12,033	71,724	9,474	18,796
1857....	212,875	78,560	16,253	86,233	12,624	19,200
1858....	113,972	39,971	11,815	43,281	4,560	14,445
1859....	120,432	33,930	10,182	52,981	4,442	18,897
1860....	128,469	26,421	8,733	60,935	4,536	27,944
Total.	2,287,205	454,422	121,530	736,731	115,353	154,439

It appears from the above table that 2,287,255 emigrants sailed from the ports of the United Kingdom in the ten years, 1851 60. Of that number, 1,582,475 emigrated in the eight years, 1853-60; and 454,422 were found to be English, 121,530 Scotch, 736,731 Irish, and 115,353 foreigners. The origin of 154,439 emigrants was not ascertained. If we assume that these unascertained numbers should be distributed proportionally over the rest, the numbers of the several classes will be shown in the annexed table:

The emigrants in the first three months of 1851 were 56,584, consequently the number in the two years, 1851-2—namely: 704,730, have to be reduced to 648,146 to obtain the number of emigrants in the interval extending from the 1st of April 1851, to the 31st December, 1852. The nationality was not then distinguished, but a large proportion of the emigrants was of Irish origin, and the best estimate will be made by assuming that the proportions were the same as in 1853; the results appear in the table. 18,734 emigrants sailed from the United Kingdom in the portion of 1861 terminating on the 8th of April, the census day, and they have been distributed in classes in the proportions ascertained to exist in 1860.

ESTIMATED NUMBER *of Four Classes of Emigrants in the Interval between the Census of* 1841 *and* 1861.

Years.	Totals.	English.	Scotch.	Irish.	Foreig'n.
1851 (Ap. 1) 1852.	648,146?	131,718?	47,325?	403,246	65,862?
1853-60.....	1,582,475	503,568	134,674	816,408	127,825
1861 (to Ap. 7).	18,734?	4,924?	1,628?	11,337	845?
Total.....	2,249,355	640,210	183,627	1,230,986	194,532

It may be inferred from the official returns that the emigration from the United Kingdom was not less than 717,913 in the interval of the censuses 1831 and 1841; 1,692,063 in the interval of the censuses 1841 and 1851; and 2,249,355 in the interval of the censuses 1851 and 1861.

Vermont and Canada Railroad.

We are informed, officially, that the decree of the Chancellor's Court of Vermont has been made, confirming the lease to the Vermont Central Railroad in all its parts, and fixing the cost of construction at $1,348,500, ordering the roads to remain in the hands of the present receivers, and the income to be paid in liquidation of rents. The directors can order a four per cent. dividend, payable August 1, if they think proper. The amount of cost of construction is fixed by the Court at the sum on which rent was paid for some years by the Vermont Central Railroad, and subsequently by the trustees for the bondholders; so that the decree of the Court secures to the Vermont and Canada stockholders payment of the whole amount of the back rents, with interest thereon, before any payment is made on the first mortgage bonds of the Vermont Central Railroad.—*Boston Transcript.*

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations.

By M. Cezanne, Engineer des Ponts et Chaussees. Translated by J. Bennett.

PART SECOND.

(Continued from p. 532.)

Construction of Arches.—The wrought iron arches were forged in Wales, and worked at Paris by MM. Ernest, Gouin & Co. The riveting, as far as possible, was made by machinery.

The pieces of wrought iron were of such weights and dimensions that they could be stowed in the railroad wagons and so forwarded to Szegedin. Some wagons loaded at the work-shops of MM. Ernest, Gouin & Co., went through without change to Szegedin, having passed the Rhine upon the steam pontoon of *Rurhort*. The greatest part, however, of the pieces sent from Paris were shifted at Dresden.

The trusses of wrought iron were again united at Szegedin, with the elements sent from Paris, and put in position without centerings in the following manner:

A service bridge of carpentry was constructed above the site of the bridge at the level of high water, which is below the springing of the arch. On this service bridge could be brought all the materials for the piers near to the work, and the passenger and baggage trains which were stopped at Szegedin by the Theiss, were forwarded by it towards Wallachia. It had in its middle a movable part, formed of an iron trellis bridge with 59 ft. opening in the clear, weighing 55,000 lbs. and was raised in one piece by four cranes on the passage of a boat. The service bridge was connected with the scaffolding of the piers, and with a stockade 8.2 ft. wide raised in the middle of each arch.

The arches were constructed upon the right bank in great enclosure above the bridge, in which were assembled all the tools and plans of the work; they were laid horizontal and parallel to the axis of the bridge. To bring an arch in position it was made to undergo a series of motions alternately perpendicular and parallel to the axis of the bridge during which it maintained its first direction; it was then brought upon the service bridge and drawn in front of the archway for which it was designed. By a final motion perpendicular to the preceding, the arch was pushed between the two piers upon which it was to rest. All these movements were made by means of iron wagons with four axles perpendicular to each other in couples and moved by strong screws. The wheels of one system of axles were 4.92 ft. apart; those of the other were 9.84 ft. The same wagon being placed upon the crossing of a track of 9.84 ft., with a track of 4.92 ft. perpendicular to the first, could be pushed at will upon either track. It only required the regulation of the height of the movable axles so as to bring in contact with the rails those wheels answering to the track on which it was wished to move.

The method of moving the above named arches is readily seen. The arch is laid upon three wagons; one at the summit, the others at the ends. In the movements perpendicular to the bridge the three wagons advance parallel, each upon a track 4.92 ft.; these three tracks were cut at right angles by the track of 9.84 ft.; on arriving at the crossing, which occurs simultaneously for the three wagons, by manœuvring their movable axles, the whole system is pushed upon the 9.84 ft. track, parallel to the service bridge. Thus we arrive upon the service bridge by three tracks of 4.92 ft., and pass along it by one track of 9.84 ft., having the same axis as the regular tracks, and leave it by three tracks of 4.92 ft. placed upon the scaffolding of the piers at the level of the service bridge and upon the above mentioned stockade.

All the arches are thus brought in their place. The mean distance of transportation for the majority of the arches was 1,968 ft. upon six different directions and so with five crossings.

Motion was effected by two capstans, each worked by eight men; a portion of the track had a slope of 0.03; the velocity was about 9.84 ft. per minute. A change of direction required an hour. There were two crossings upon the service bridge, the one for entering and the other for leaving it. The whole distance between them had to be described in the interval of the passage of two trains.

It was at first proposed to bear the arches endwise upon two wagons only. Many trials for that purpose were made in the work-yard. The operation was found to be feasible but delicate, and any accident might have been attended with serious consequences; the men might be killed and the arch might fall into the river. It was decided to convey the arches flatwise, which multiplied the operations but lessened the chances of accidents.

The increased manœuvring exacted by the flatwise conveyance was considerable. It became necessary to construct a third track of 4.92 ft., that of the middle, and to manage three wagons instead of two. Moreover, the arches had no stiffness in the horizontal plane, and before laying them upon the wagons they had to be strengthened with wooden trusses. Finally, the raising the arch in the vertical plane was much more complicated upon the river than in the work-yard.

This operation was accomplished by means of seven crabs, distributed along the arch, they laying hold of the horizontal top stringer; while the springings sustained by the wagons moved towards the crabs to keep pace with the raising. Nothing was easier than to effect this in the work-yard where the crabs found a natural support upon the ground; but in the river it was necessary to construct a flying bridge from one pier to the other to hold up the crabs. It would then be necessary to construct similar flying bridges for all the arches, or to transport them from one arch to the other. The last method was adopted. The raising of the arch was thus composed of the following operations:

1. The establishment of a fly bridge, sustained by eight enormous beams about 65.6 ft. in length, and resting at one side upon the scaffolding and at the other upon the stockade in the middle.

2. The raising the trusses to stiffen, in a horizontal direction, the arch laid in the work-yard upon the wooden wedges.

3. The bringing the wagons under the arch (the tracks having been constructed before) and freeing the latter from the wedges which had supported it.

4. The landing the arch in its place.

5. The erecting of the seven hoisting crabs along the top cord.

6. The raising the arch, in the vertical plane, setting it in position, and wedging it upon the cast iron cushions.

7. The taking down of the crabs, and returning to the work-yard the wagons and wooden trusses to commence anew the same series of operations.

When one bay was raised, all the fixtures (crabs, stagings, "tendeurs," &c.,) had to be landed, and the flying bridge had to be taken down and moved to the next bay.

Notwithstanding the complication of these operations, the thirty-two arches of the bridge were raised with only one equipment of wagons, of crabs, and of fly bridges, in four months, without any interruption of the navigation or the stopping a single train. The eight last arches were raised in fourteen days, from the 9th to the 23d Oct., 1858.

Below are some principal dates of the construction:

November, 1856.—Approbation by the Minister of the plan proposed by M. Maniel, Director General of the Austrian Society. Conclusion with MM. Ernest, Gouin & Co. of the agreement for furnishing and *setting up* of the cast and wrought iron pieces. Shortly after, the conclusion of the contract for carpentry and masonry.

March 1st, 1857.—Driving of the first piles of the scaffolding and of the service bridge.

July 7th, 1857.—The laying of the first cast iron column.

November 23d, 1857.—Inauguration of the service bridge for the passenger and merchandise trains.

Dec., 1857, Jan. and Feb., 1858.—Winter; the thermometer varied from 14° to —4° (Fah.). The works of the pneumatic foundations and of masonry were suspended. The wrought iron was continued; piling was driven night and day in the cast iron columns.

March 23d and 24th, 1858.—A menacing ice-breaking for forty-eight hours, followed immediately by the opening of navigation and the renewal of the work.

June 15th. 1858.—Raising of the first arch.

Oct. 23d, 1858.—Raising of the thirty-second and last arch.

Nov. 23d, 1858.—The strutting and flooring of the bridge being finished, the trial proof was made.

Dec. 2d, 1858.—The inauguration.

Trial Proofs.—The bridge being uniformly loaded with (8,000 kil. per metre) 5,365 lbs. per running foot, and consequently the piers in equilibrium (see Third Part) the flexures were as a mean 0.47 ins. for the intermediate bays, and .63 in. for the two end arches, whose top stringers were not moored upon the abutments (see Note A).

The passage of an ordinary train upon a track gives the following maxima deflections:

Upon the exterior arch of loaded track.	31 inches
" interior arch	25 "
" " " of unloaded track.	14 "
" exterior arch	08 "

Which proves that the four arches are, in a certain degree, solid.

(To be continued.)

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending July 12, 1861:

Passengers	$15,811 03
Freight and live stock	12,289 98
Mails and sundries	1,322 09
Total	$29,423 10
Corresponding week of last year	27,731 62
Increase in 1861	$1,691 48

The receipts of the Nova Scotia Railway for June were $11,826—being $2,057 more than in the corresponding month last year.

The traffic of the Great Western Railway of Canada for the week ending July 19, 1861, was as follows:

Passenger	$16,386 68
Freight and live stock	10,333 48
Mails and sundries	1,374 25
Total	$28,094 36
Corresponding week of last year	27,070 16
Increase	$1,024 20

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of June, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$215,161 20	$197,907 37
" " merch'dise	28,823 60	48,015 20
" " travel, etc.	26,066 47	32,346 99
Total	$270,061 27	$278,269 56
Transportation, roadway, dumpage, renewal fund, and all charges	138,825 46	143,668 66
Net profit for the m'th,	$139,225 81	$134,600 90
Profit for the previous 5 months	601,055 27	$577,696 33
Total profit for 6 mos.	$740,281 08	$712,297 23

The total net profits of the Reading Railroad, for the seven months of the present fiscal year, it will be seen, are $740,281, against 712,297 for corresponding month last year, being an increase of $27,983. The increase of revenues from coal,

for the month, is $17,153, while the receipts from merchandise fell off $19,192, and from travel $6,280. The working expenses of the month were reduced about $13,000.

The earnings of the Northern Railway of Canada for the week ending the 13th inst., were:

Passengers	$1,728 20
Freight	7,412 96
Mails and sundries	81 65
Total receipts for week	$9,222 81
Corresponding week last year	6,409 73
Increase	$2,813 08
Total traffic from 1st January, 1861	$219,400 03
Corresponding period of 1860	172,518 42
Increase	$46,881 61

The receipts of the Grand Trunk Railway of Canada for the week ending July 6th, 1861, were $55,945 07
Corresponding week, 1860 51,754 37

Increase	$4,190 70
Tot. traffic from July 1, 1861, to date	$55,945 07
Corresponding period, 1860	51,754 37

United States Census.

(Compiled from the official Returns.)

(Continued from p. 534.)

MICHIGAN.

Counties.	1850.	1860.
Alcoria	new	185
Allegan	5,125	16,087
Alpena	new	290
Antrim	new	179
Barry	5,072	13,858
Bay	new	3,164
Berrien	11,417	22,376
Branch	12,472	20,981
Calhoun	19,162	29,563
Cass	10,907	17,721
Cheboygan	new	517
Chippewa	898	1,603
Clinton	5,102	13,916
Delta	new	1,172
Eaton	7,058	16,476
Emmett	new	1,149
Genesee	12,031	22,498
Gladwin	new	14
Grand Traverse	new	1,286
Gratiot	new	4,042
Hillsdale	16,159	25,675
Houghton	708	9,235
Huron	210	3,165
Ingham	8,631	17,435
Ionia	7,597	16,682
Iosco	new	175
Isabella	new	1,443
Jackson	19,431	26,671
Kalamazoo	13,179	24,645
Kent	12,616	30,715
Leelenaw	new	2,158
La Peer	7,029	14,754
Lenawee	26,372	38,112
Livingston	13,485	16,852
Macombe	15,530	22,843
Manistee	new	975
Manitou	new	1,042
Marquette	136	2,821
Mason	93	831
Michillimackinac	3,598	1,938
Midland	65	787
Monroe	14,698	21,593
Montcalm	891	3,968
Muskegon	new	3,947
Necosha	new	970
Newaygo	510	2,761
Oakland	31,270	38,261
Oceana	300	1,816
Ontonagon	389	4,568
Osceola	new	27
Ottawa	2,609	13,215
Presque Isle	new	26
Saginaw	new	12,693
St. Clair	10,420	26,602
St. Joseph	12,725	21,262
Sanilac	2,112	7,601
Schiawassee	5,230	12,349
Schoolcraft	16	78
Tuscola	291	4,886
Van Buren	5,800	15,224
Washtenaw	28,567	35,688
Wayne	42,756	75,548
Total	397,654	749,112

MINNESOTA.

Aiken	new	2
Anoka	new	2,106
Becker	new	386
Benton	418	627
Blue Earth	new	4,802
Brckenridge	new	79
Brown	new	2,339
Buchanan	new	26
Carleton	new	51
Carver	new	5,106
Cass	new	150
Chisago	new	91
Cottonwood	new	12
Crow Wing	new	269
Dakotah	584	9,093
Dodge	new	3,797
Douglass	new	195
Faribault	new	1,335
Fillmore	new	13,543
Freeborn	new	3,367
Goodhue	new	8,997
Hennepin	new	12,849
Houston	new	6,645
Isanti	new	284
Itasca	97	51
Jackson	new	181
Kanabac	new	30
Kandiyohi	new	76
Lake	new	248
La Sueur	new	5,318
Mankahta	158	.....
Manonin	new	136
Martin	new	151
McLeod	new	1,286
Meeker	new	928
Mille Lac	new	73
Monon alia	new	350
Morrison	new	618
Mower	new	3,217
Murray	new	29
Nicollet	new	3,773
Noble	new	35
Olmstead	new	9,527
Otter Tail	new	240
Pembina	1,134	1,612
Pierce	new	10
Pine	new	1,741
Pipestone	new	23
Polk	new	240
Ramsay	2,227	12,150
Renville	new	245
Rice	new	7,543
Scott	new	4,594
Sherburne	new	724
Sibley	new	3,609
Stearns	new	4,505
Steele	new	2,863
St. Louis	new	406
Todd	new	430
Toombs	new	40
Wabashaw	243	7,228
Wahnata	160	.....
Waseca	new	2,601
Washington	1,056	6,123
Winona	new	9,208
Wright	new	3,729
Total	6,077	162,022

MISSOURI.

Adair	2,342	8,531
Andrew	9,433	11,850
Atchison	1,678	4,649
Audrain	3,506	8,074
Barry	3,467	7,794
Barton	new	1,817
Bates	3,669	7,216
Benton	5,015	9,072
Bolinger	new	7,388
Boone	14,979	19,487
Buchanan	12,975	23,861
Butler	1,616	2,891
Caldwell	2,316	5,034
Callaway	13,827	17,445
Camden	2,338	4,975
Cape Girardeau	13,912	15,547
Carroll	5,441	9,775
Carter	new	1,234
Cass	6,090	9,798
Cedar	3,361	6,639
Chariton	7,514	12,569
Christian	new	5,491
Clark	5,527	11,684
Clay	10,332	12,025
Clinton	3,786	7,848
Cole	6,696	9,696
Cooper	12,950	17,358
Crawford	6,397	5,827
Dade	4,246	7,073
Dallas	3,648	5,892
Daviess	5,298	9,605
De Kalb	2,075	5,224
Dent	new	5,654
Dodge	375	.....
Douglass	new	2,416
Dunklin	1,229	5,026
Franklin	11,021	18,088
Gasconade	4,996	8,727
Gentry	4,248	11,980
Greene	12,785	13,186
Grundy	3,006	7,895
Harrison	2,447	10,627
Henry	4,052	9,864
Hickory	2,829	4,705
Holt	3,957	6,550
Howard	13,969	15,949
Howell	new	3,169
Iron	new	5,842
Jackson	14,000	22,914
Jasper	4,223	6,883
Jefferson	6,928	10,344
Johnson	7,464	14,644
Knox	2,894	8,726
La Clede	2,498	5,180
La Fayette	13,690	.....
Lawrence	4,859	8,847
Lewis	6,578	12,286
Lincoln	9,421	14,214
Linn	4,058	9,112
Livingston	4,247	7,417
McDonald	2,236	4,049
Macon	6,505	16,407
Madison	6,003	5,664
Maries	new	4,901
Marion	12,230	18,828
Mercer	2,691	9,300
Miller	3,834	6,812
Mississippi	3,123	4,859
Moniteau	6,004	8,064
Monroe	10,541	14,785
Montgomery	5,489	9,719
Morgan	4,650	8,202
New Madrid	5,541	5,653
Newton	4,268	9,825
Nodoway	2,118	5,253
Oregon	1,432	3,009
Osage	6,704	7,879
Ozark	2,294	2,447
Pemiscot	new	2,961
Perry	7,215	9,128
Pettis	5,150	9,492
Phelps	new	5,914
Pike	13,609	18,420
Platte	16,845	18,341
Polk	6,186	9,995
Pulaski	3,998	3,843
Putnam	1,636	9,208
Ralls	6,151	8,592
Randolph	9,439	11,406
Ray	10,373	14,091
Reynolds	1,849	3,173
Ripley	2,830	3,747
St. Charles	11,454	16,525

St. Clair	3,556	6,809
St. Francis	4,964	7,248
St. Genevieve	5,313	8,029
St. Louis	104,978	181,535
Saline	8,843	14,700
Schuyler	3,287	6,697
Scotland	3,782	8,873
Scott	3,182	5,247
Shannon	1,199	2,284
Shelby	4,253	7,301
Stoddard	4,277	7,877
Stone	new	2,401
Sullivan	2,983	9,198
Taney	4,373	3,576
Texas	2,312	6,069
Vernon	new	4,779
Warren	5,860	8,833
Washington	8,811	9,725
Wayne	4,518	5,628
Webster	new	7,099
Wright	3,387	4,508
Total	682,044	1,182,317

(To be continued.)

Rolled Armour Plates for Vessels of War.

We noticed some time ago that Messrs. John Brown and Co., of the Atlas Steel and Spring Works, had commenced the manufacture of rolled iron armour plates, in the execution of a commission from the Government. In order to put themselves in a position to meet the demands upon them for this and similar work, they have extended their manufactury, by a tunnel under the Midland railway, to a large piece of ground on its north side, between it and Saville-street. Here, within these two years, has sprung up a new portion of their works, occupying 10½ acres, of which seven acres are covered with buildings. We see it stated that the great Palace of Industry now being erected for the Exhibition of 1862 will require 18.000,000 of bricks. It may afford some means of comparison to state that the new portion of the works of Messrs. Brown and Co., (though about one-third of them yet remains to be completed) have consumed 12,000,000 ordinary bricks and 2,000,000 fire bricks. This new occupied ground contains already 62 furnaces, to the majority of which there is attached a steam engine boiler. The armour plates, in what may be called their embryo state, consists of a number of slabs of bar iron, measuring about 30 inches by 12, and 1½ inch thick. Four of these being laid upon one another and heated in a furnace, are rolled into a plate measuring ab ut four feet square. The weakness of hammered plates has been found to consist in their brittleness. The effect of the great hammering is to granulate the iron so that when struck by shot the plate is shattered. The advantage of the process of rolling is, that it preserves the fibre of the metal. By using iron of different kinds of fibre, and putting together plates rolled both ways, so that the fibres shall cross each other, it is believed the greatest possible amount of resistance is obtained. The plates produced in the way we have described, are brought together step by step till we have at last four plates measuring 10 feet by 4 feet 4 inches, and each 2½ inches thick. These four welded and rolled together by one great final operation, making the massive armour plate of 6 tons, measuring 20 feet long, 4 feet 4 inches broad, 4½ inches thick, weighing 180 lbs. per square foot, and composed in each part of 132 thicknesses of iron. Let us now try to describe the final operation. The four plates laid together are put into the furnace, which requires a truck load of coal for each feeding. This furnace forms an exception to the general rule that the smoke of the furnaces goes by underground flues into one common shaft. This particular furnace has two shafts of its own, the draught of which can be regulated by dampers. And now the indications are given that the heating of the mass of metal is about complete. The foreman of the forge comes upon the scene, strips off his coat, and sees that everything is right for the momentous operation. The foreman of the rolling department is also at his post. Seventy men gather under their orders. A strong chain is passed round the rolls, which are about 20 yards in front of the furnace, to aid in drawing the great heated mass from the fire. And here we must note a peculiarity in these rolling mills which is not seen in those employed upon ordinary work. It is common for rolls to turn only one way, so that when a piece of metal has passed through, it must be returned by lifting over the rolls before it can pass through again. That, however, would be impossible in the case of such huge masses of metal as are rolled at the Atlas Works, and therefore it has been contrived to reverse the action of the rolls, so that the metal passes through them both in going and returning. With this explanation we resume the description of the process. What may be called the wicket gate of the forge opens, and the loose fire-bricks on which the front of the plate has rested are pushed away, that it may be grasped on its fore-edge by enormous toothed tongs, which it requires three men to lift. Now all is ready. The great door of the furnace, about six feet wide, rises. The iron carriage to receive the heated plate is pushed up to the opening. The tongs grasp the plate. The rolls turn, the men pull, and out shoots in an instant the great mass of iron. And here comes into play a minor, but very necessary piece of ingenuity. The moment the whole length of the plate rests upon its carriage, a mechanical contrivance releases the chain, and it is drawn no further. As quick as thought the chain is detached from the rolls, and the men, seizing each side of the carriage as if they were salamanders, run it rapidly up to the rolls. It passes through, and at once its ten inches of thickness are reduced to eight. The rolls are reversed, and back comes the plate, this time losing only half an inch of its thickness. Three times more this process is repeated, and each time the plate is compressed an additional half inch. In all it passes eight times through the rolls. Though this is done in five minutes, there is no hurry, but the utmost precision and care. At each side, when the hot plate emerges, its surface is swept with brooms dipped in water, and sometimes buckets of water are dashed over it, to remove the scales, and give it a fair surface. It is curious to see how impotent is the water upon the mass of glowing iron. Great drops of water run hissing over its surface, and it does not appear to lose anything of its heat. But there is another operation to be performed. Sometimes a black spot upon the surface indicates a blister, which must be tapped. The point of a sharp punch fixed upon a long shaft is placed upon the blister, and one of the sons of Vulcan with a huge two-handed hammer rushes forward and strikes the punch, recoiling from the scorching heat, after delivering the blow, almost as if he had received it himself. And now the rolling of the plate is completed, and it is lifted by a wrough iron crane to the straightening place. Here it is placed on flat iron plates, and two immense rollers of nine tons each pass over it, to insure its being perfectly straight as it cools. The cooling process occupies about 12 hours, and another crane then lifts the plate to the planing tables, where the edges are cut square and afterwards grooved. Some of the earlier plates that were rolled were found to be defective when this process was performed. The planed edges discovered a defect in the welding of two or more of the plates, and they were therefore laid aside for other uses. The liability to this sort of failure has, however, been overcome, and the plate which we saw rolled was the tenth which had been completed in five days, without any mishap. It may, therefore, now be fairly said that all the difficulties of the undertaking have been surmounted, and that the plates can be supplied as fast as they are required. The plates now being made are for the "Black Prince," and it may justly be expected that the completion of the orders for that vessel will be followed by many more. However much we should rejoice if the state of the world would permit the country to concentrate its productive powers upon the arts of peace, we are so deeply convinced of the necessity of England being on a par with the greatest of her neighbors in the arts of war, that we are glad to see the enterprise, ingenuity, and capital of Sheffield contributing in a most important degree, to England's security.—*Sheffield and Rotherham Independent.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

The NEW YORK CENTRAL RAILROAD COMPANY.

TREASURER'S OFFICE, Albany, July 24th, 1861.

THE Transfer Books of this Company will be closed at the close of business on Wednesday, the 31st day of July instant, and will be re-opened on the morning of Friday, the twenty-third day of August next.

JOHN V. L. PRUYN,
4t30 Treasurer *pro tem.*

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

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THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
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New York, 1st June, 1859.

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THE subscriber is prepared to sell AMERICAN and ENGLISH RAILROAD IRON, CHAIRS, SPIKES, CARS and LOCOMOTIVES, at the lowest market price, and securities taken in part payment.

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Cor. Nassau and Cedar Sts., N. Y.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

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on advantageous terms, delivered at ports of England, Wales, or the United States.

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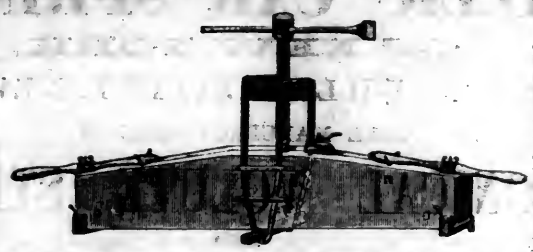
THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

SPECIAL NOTICE. Transfer of LETTERS PATENT.



WHEREAS Letters Patent, bearing date Nov. 1st, 1853, were granted by the Government of the United States to George Williston, of Brunswick, County of Cumberland, and State of Maine, for a Machine to straighten and curve Railroad Iron, giving and granting to said George Williston, his heirs, executors and assigns, for the terms of fourteen years from the date of said Letters Patent, the full and exclusive right and liberty of making, using and vending to others to be used, the said Machine, and whereas said George Williston sold and transferred one undivided half of his entire interest in said Letters Patent, to Wm. H. Lunt, of Bowdoinham, County of Lincoln and State of Maine, as will appear by reference to deed, date Nov. 2, 1853, recorded in the Patent Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—THEREFORE, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.

NEW YORK, July 10, 1861.

A. BRIDGES & CO.,
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4.00 P. M., WAY, for Middletown, Newburg, and intermediate stations.

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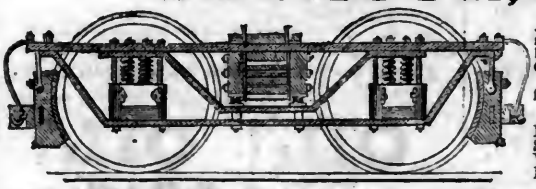
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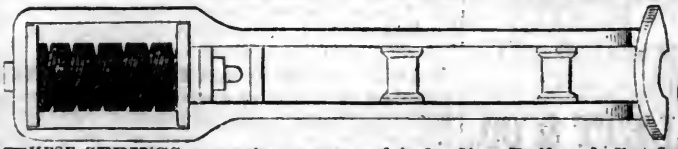
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Communicated by Major W. H. BELL, Major of Ordnance, to Colonel H. K. CRAIG, Chief of Ordnance, by order of Hon. JOHN B. FLOYD, Secretary of War.

WASHINGTON ARSENAL, December 10th, 1857.

COLONEL H. K. CRAIG, CHIEF OF ORDNANCE, Washington, D. C.

On the whole, this Train is considered a very great improvement over the old train of powder or match, and is susceptible of ranges of application to military and civil purposes or cases, far wider, more important, more numerous and useful, than the old train now in use could ever be applied to.

I am, sir, most respectfully, your obd't servant,

W. H. BELL, Major of Ordnance.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

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American Railroad Journal.

New York, Saturday, August 3, 1861.

Eighth Census.

A neat pamphlet under this title, prepared by Dr. R. S. FISHER, has just been published by J. H. COLTON, No. 172 William st. Issued in advance of the official document and at a time when every one interested in passing events is desirous to obtain some knowledge of the distribution of our population, it is a timely publication, and will undoubtedly command a large sale. The "Seventh Census," a similar work published under the same auspices, in 1851, had a sale of 60,000 copies. The pamphlet contains the population of each State by counties for 1850 and 1860 comparatively; the population of the principal cities, towns and villages; an analysis of all former censuses by States and Territories; a table showing the new Congressional representation; and finally a table giving the results o the latest censuses taken by all the countries of Europe. It is illustrated with a neat map of the United States, exhibiting among other things the territorial arrangements made by the last Con gress. All this for 25 cents.

Amboy, Lansing and Traverse Bay Railroad.

Arrangements have been made with Eastern capitalists to finish the Amboy, Lansing and Traverse Bay Railroad, from Lansing to Bath, and that within a month a body of laborers will be engaged in the work. The company already have the iron spikes and chairs for the continuation paid for.—*Detroit Tribune.*

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending July 13, were $57,345 63
Week ending July 14, 1860 ..... 55,393 00

Increase $1,952 63
Total traffic from July 1st, 1861..... $113,290 70
Corresponding period previous year . 107,147 37

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the fiscal year ending April 30, 1860, and 1861, were as follows:

EARNINGS.

	1860.	1861.
From passengers	$424,223 87	$453,254 66
" freight and mail.	409,047 49	466,716 42
Total.....	$833,271 36	$919,971 08

EXPENSES.

	1860.	1861.
Repairs of road	$71,606 26	$110,298 14
" bridges.....	5,204 38	16,922 90
" build'gs, etc.	12,688 98	14,852 77
" locomotives.	22,309 16	29,724 50
" cars	27,372 47	29,668 01
" tools & machinery ..	2,160 85	2.364 58
Fuel	23,467 52	25,756 76
Oil and waste	7,633 59	4,612 91
Train hands.....	46,318 48	46,017 36
Watchmen.....	8,943 32	8,187 19
Agents, clerks and expenses at stations...	56,594 36	60,925 85
Taxes	21,204 03	21,373 45
General superint'dence	27,607 71	31,035 24
Loss and damage	5,681 06	3,899.53
U. S. Mail	1,107 96	600 00
Contingencies	23,836 38	19,776 21
	$367,736 51	$426,015 40
Earnings less expenses,	$465,534 85	$493,955 68
Interest, profit and loss and extraordinary expenses	389,425 93	365,321.30
Net earnings.....	$76,108 92	$128,634 38

The net earnings of 1860-'61 have been applied as follows:

Reduction of floating debt.....	$89,668 07
Contributed to sinking fund	24,761 48
Cash on hand	14,204 83
	$128,634 38

—which is equal to a net of about 4 per cent. on the capital stock, and which, if the floating debt was out of the way, would be applied to dividends to the stockholders.

The earnings for the year ending April 30, 1860, compared with those of the preceding year, show an increase of $35,115 71, with a decrease in expenses of $15,963 22—making the net increase $51,078 93.

The earnings for the year ending April 30, 1861, show an increase over those of 1859-'60, of $86,-699 72, with an increase in expenses of $57,278 89—making the net increase $29,420 83.

The most rigid economy compatible with the preservation of the property and safety in running the trains, has been introduced into every department; and while the road has been run during the last year for 46⅓ per cent. on the gross earnings, both the road and equipment have been kept in good order.

The following is a comparative statement of the bonded indebtednes of the company as given in the report of the company for the last and preceding years:

		1860.	1861.
Junction income bonds	due June 1, 1862	$52,500	$14,000
" Lloyds "	due Oct. 1, 1862	5,000	5,000
" 2nd mort. "	due Nov. 1, 1862	280,000	265,000
Toledo, Norwalk and Cleveland, 1st mortgage bonds	due Aug. 1, 1863	522,000	521,000
Do. 2d mortgage bonds	due Aug. 1, 1863	299,600	298,300
Cleveland & Toledo, income mortgage bonds	due Sept. 1, 1863	151,100	126,500
Do. income convert. July '54, mortgage bonds	due July 1, 1864	312,000	300,000
Do. do. Sept. '54, do.	due July 1, 1864	321,000.	296,000
Do. dividend bonds	due Apr. 1, 1865	173,400	158,610
Do. do. certificates	due Apr. 1, 1865	4,810	4,160
Junction 1st mort. 1st divis. bonds	due Apr. 1, 1867	369,000	359,000
Cleveland & Toledo, income bonds of Sept. '57	due Sept. 1, 1870	95,000	42,000
Junction 1st m. 2d div. b'ds.	due Dec. 1, 1872	300,000	263,000
C. & T. sink. f'd mort. b'ds.	due July 1, 1885	963,000	1,173,000
		$3,848,420	$3,850,570

The following statement will show the condition of the affairs of the company at the close of the fiscal years ending May 31, 1860, and 1861.

	1860.	1861.
Cost of road to date,	$6,771,891 94	$6,697,178 48
Value of equipment	464,148 59	483,160 00
Stocks and bonds owned by Co.	238,238 94	89,298 94
Materials on hand	120,336 89	102,955 82
Real estate	36,332 41	29,252 92
Bills receivable	64,999 39	73,269 68
Due from other Co's, and P. O. Depart.	11,364 80	24,625 10
Cash	5,818 83	15,701 58
Collectible accounts	2,871 53	679 91
Sinking fund	60,707 37	85,468 85
Miscellaneous accounts	70,939 04	465 69
Disbursed on new year	12,532 86	10,349 42
	$7,860,182 59	$7,612,406 39

	1860.	1861.
Capital stock	$3,433,812 50	$3,343,800 00
Bonded debt	3,848,420 00	3,850,570 00
Bills payable	286,081 63	196,413 56
Dividends not called for	2,242 00	2,215 00
Unpaid pay rolls	763 77	1,260 39
Unpaid approved bills	20,446 79	16,788 53
Accrued interest not called for	4,271 39	7,374 16
Miscellaneous unsettled accounts	7,323 32	11,719 82
Receipts of May not adjusted	41,416 26	53,630 55
Income account to balance	305,404 93	128,634 38
	$7,816,182 59	$7,216,406 39

In the above statement important changes are shown in the accounts of the company. These changes are the result of the large net earnings the past year, and of a new valuation of assets, and arrangement of income and other accounts. The assets owned by the company have been reduced from their original cost to some close approximation of their present value, and the bad assets taken out. The income account to May 1, 1860, has been closed, by charging it with the depreciation of the various assets on hand, including the stocks and bonds of other companies, bills receivable considered valueless, and accounts which have heretofore been matter of litigation and now considered worthless, and by crediting construction account with the balance. The amount so disposed of ($305,404 93) had accumulated as net profits, or earnings, for several years in the statements of the company, without any available means or funds on hand as an offset, and it was deemed advisable to charge up this account, and to apply the balance, amounting to $74,713 46, to the reduction of the construction account, so that the present balance of income account will indicate the amount of actual net earnings, undivided among the stockholders since May 1, 1860, or from the time the construction account was closed. All earnings previous to that date, after paying expenses, interest, etc., have gone toward the construction of the road, and acquiring property pertaining to it. By these changes, the general account is rendered reliable and accurate, as showing the true value of assets on hand.

A comparison of the above statement shows:

Bills payable decreased	$89,668 97
Bills receivable increased	8,270 29
Cash and cash items do.	23,143 05
Sinking fund do.	24,761 48
Value of equipment do.	19,011 41
Miscellaneous accounts increased	4,210 18
Capital stock decreased	12 50
	$169,176 98
Offset in part by—	
Bonded debt increased	$2,150 00
Real estate decreased	7,079 49
Materials decreased	17,381 07
More of the new year's earnings used previous to June 1, than last year	13,932 04
	40,542 60
Showing the condition of the company's affairs improved	$128,634 38

The bonds of various classes returned during the year for sinking fund bonds, amounted to $207,850.

In 1855, the company made a new mortgage on its road, equipment, etc., to secure an issue of $3,500,000 of bonds, with additional security of one per cent. sinking fund, to be invested by commissioners, which sinking fund mortgage bonds mature in 1885, and bear seven per cent. interest payable in New York. The bonds were issued and prepared for the purpose of exchanging them for the various issues outstanding of the Cleveland and Toledo Company, the Junction Railroad Company and the Toledo, Norwalk and Cleveland Railroad Company. Exchanges have been made to the amount of $1,173,000 for which sinking fund bonds are now outstanding. These bonds are the first security on the main line of the company's road, excepting $820,000 prior lien of the Toledo, Norwalk and Cleveland bonds.

The sinking fund commissioners have filed their statement for the year. They had

Cash on hand June 1, 1860	$3,954 90
And have received from the company	24,762 63
Accrued interest collected	4,278 41
	$32,995 94
With which they have invested in securities	32,941 58
Leaving balance of cash on hand	$54 36

The total par value of securities now in their hands is $145,075.

The equipment of the road consists of 32 locomotives, 35 coaches, 10 second class, 12 baggage, 4 mail, 252 stock and box, 110 platform and 19 gravel cars.

The entire business mileage of the road has been $4,998,725—of which 1,075,154 miles were by passenger, and 3,923,571 by freight cars.

The total number of passengers carried was 267,664—an increase of 21,186. The average distance traveled by each passenger was 62.6 miles.

The total number of tons of freight carried was 250,438—an increase of 29,470. The average distance each ton was carried was 90.6 miles.

The bridge over the Maumee river has been rebuilt. Eight new stone and two trestle bridges have also been built. Six more stone and five trestle bridges are under contract.

The road repairs have been heavy: 33,000 new cross-ties, 7,900 new chairs, 13 tons spikes, and 675 tons of new iron have been placed in the track, and 11,295 rails taken up and repaired.

The rolling stock is in good working order. The passenger cars have all been repaired, and six new freight cars built, while six more have the wood and iron work all ready to be put together.

Of the future prospects of the road the report says:

Your road is as favorably located as any other line of road in the Western country, passing as it does, through one of the finest agricultural portions of Ohio, with a large and increasing local business, derived from the flourishing villages located upon its line, and with two of the most flourishing cities in Northern Ohio, at its termini, with the converging business of the roads terminating at these cities.

The Toledo, Wabash and Western Railroad, with its connections, stretching away six hundred and eighty miles, to the Missouri river; the two lines of the Michigan Southern and Northern Indiana road, and their connections at Chicago, draining the business from the Mississippi river for five hundred miles west of Toledo; the Toledo and Detroit Road; all pressing their business on and over your road at Toledo, with the Cleveland and Erie, Cleveland and Pittsburg, Cleveland and Mahoning, and their Eastern connections reaching the Atlantic cities, converging their business at Cleveland, and sending it over your road, must always give it a character and position, as an important link in the great through line of railroads, between the East and the West.

The war, for the preservation of the Union, must necessarily have its effect upon all the great interests of the country, and perhaps none more so, than that of the railroads, which require a general prosperity of the country to come up to a full maximum of their receipts, but we cannot but believe, that with the stoppage of business on the Mississippi, consequent upon the war, and the necessary requirements of all the agricultural productions of the Western country, that all the Northern railroads running east and west, will increase their traffic, and be taxed to their utmost capacity, to transport the productions of the West and South-west, to Eastern markets, during the coming fall and winter. The uncertainties consequent upon a state of war, will require prompt and speedy shipments of all articles and productions seeking a market, instead of waiting for the opening of navigation, the railroads will be sought as the means, and must, necessarily, have a large increased freight traffic.

The office of the company is at Cleveland, Ohio. The directors are:

President—JOHN GARDINER.

Directors—John Gardiner, Norwalk, O.; James Mason, Joseph Lyman, Cleveland, O.; Samuel M. Young, Toledo, O.; John W. Sprague, Huron, O.; William M. Vermilye, G. Talbot Olyphant, Joseph Benjamin, New York City; A. N. Ramsdell, New London, Ct.

Secretary and Treas'r—H. C. LUCE.

Superintendent—L. D. RUCKER.

Telegraphing by Night.

The Superintendent of the American Telegraph Company in Boston, has been experimenting in night telegraphing by means of calcium lights. By the interposition of a thin piece of metal, placed in front of the lens of the apparatus for producing the light, it is made to flicker or is entirely shut off. The variations correspond with the different motions by which telegraphic characters are made. The operators at either end can comprehend what is intended to be communicated as readily as they can read a message by the clicking of the telegraph. With the aperture reduced to an eighth of an inch, the light was distinctly seen at Hull from Boston.

Journal of National Law.

THE EMPEROR OF AUSTRIA AND LOUIS KOSSUTH; THE RIGHTS OF KINGS IN ENGLISH COURTS OF JUSTICE; THE CURRENCY OF THE FUTURE HUNGARIAN NATION.

We give this week, instead of our usual article upon Railroad Law, a case recently decided in the English Court of Chancery in which the Emperor of Austria was plaintiff, and certain Messrs. Day, a photographic firm in London, were defendants. It appears that the celebrated Louis Kossuth, whose visit to our shores, and eloquent addresses in behalf of liberty and the Hungarian cause are well remembered by our people, had ordered of the defendants a large number of bank notes, to the nominal value of 1,000,000 florins, with a view of circulating them in Hungary as money whenever his power should be established in that country. The Emperor sought by this proceeding to have the notes and plates destroyed, on the ground that it was an invasion of his prerogative to regulate the currency in Hungary; and by the law of nations he was entitled to the assistance of the English Courts in maintaining his right as a sovereign.

The notes bore the following words in the Hungarian language:

"One Florin.—This monetary note will be received in every Hungarian State and public pay office as one florin in silver, three zwanziger being one florin, and its whole nominal value is guaranteed by the State. In the name of the nation. —Kossuth, Louis."

At the bottom of each note were the arms of Hungary, and at the borders the amount payable was written in the German and Slavonic languages. In February, 1861, the Austrian Ambassador requested Her Majesty's Government to prevent the manufacture of these notes, but was informed that they could not interfere. Thereupon the present bill was filed. It alleged that the plaintiff, as King of Hungary, had the exclusive privilege of authorizing the issue in that country of notes for payment of money to be circulated as money, and also of authorizing to be affixed to documents intended to be published there, the royal arms of Hungary. Nearly the whole currency of Hungary consists of notes for one florin and upwards, issued by the National Bank of Austria, under his authority. That Messrs. Day, unless restrained, would deliver the notes to M. Kossuth, who intended to transmit them to Hungary, there to introduce them into circulation, in violation of the rights and prerogative of the plaintiff as king of that country, and, amongst other things, for the promotion of disorder and revolution there; and that the introduction into Hungary of such notes would create a spurious circulation, and thereby cause great detriment to the State, and the plaintiff's subjects. M. Kossuth affirmed by affadavit, that in April, 1849, the Diet appointed him Governor-President of Hungary, until a permanent settlement could be made, and this appointment had not been revoked; that the plaintiff was not King of Hungary *de jure;* for Ferdinand still lived, and had not abdicated—and were Ferdinand dead, could not be king *de jure*, for by act of the Diet, in 1723, the heir of the last king alone can succeed him; nor was he king *de facto*, for the fundamental laws of Hungary require that a king *de facto* shall be crowned within the kingdom within six months from his predecessor's death. That there are no royal arms of Hungary, the crown being the property of the nation. Every noble, as a member of the sacred crown, is entitled to share in those national rights of which the crown is symbolical, the shield of the national emblem might be used by any one who pleased, and in public documents it was call-*regin corona regin insigne.* That he had no intention of introducing the notes into Hungary while the present dominion of force prevailed, but had prepared them to supply a sufficient currency on the happening of certain changes, which, looking at the state of Europe and of the Austrian Government, might possibly occur in the relations of lawful rights and the dominion of force; and to provide an equivalent for notes issued by authority of the State in 1848 and 1849, and subsequently confiscated by plaintiff's orders. He was anxious never to infringe the law of England.

The following is the decision of the English Tribunal in favor of the Emperor of Austria:

STUART, V. C.—The plaintiff sues in his sovereign character as king of Hungary. He asks the assistance of the Court to prevent an injury of a public kind to what he asserts to be his legal rights. These rights he claims as the acknowledged possessor of the sovereign power in a foreign state at peace with this kingdom. It appears that the defendants have manufactured and prepared in this country a vast quantity of printed paper, purporting to represent public money of Hungary, such as could be lawfully issued by the sovereign power. What they have thus prepared is intended to be circulated at some future time as the public paper money of Hungary. This paper has been thus made and prepared not only without the license of the plaintiff, but as in exercise of some contemplated power hostile to that of the plaintiff, and intended to supersede it. What the court has now to decide is, the question whether the defendants can, by the law of England, be allowed to continue in possession or to be protected in the possession of this large quantity of printed paper manufactured and held by them for such a purpose; or whether, on the other hand, the plaintiff is entitled to have the right of which he claims to be in possession protected against the invasion of the defendants, and to have delivered up to him what has been thus prepared and made ready to be used for a purpose hostile to his existing right. For the defendants it has been argued that this Court has no jurisdiction in such a case; that what is complained of is a public wrong not cognizable by the law of England, because it relates merely to the public and political affairs of a foreign nation. The defendants' counsel have admitted that a foreign sovereign may have relief in this Court, where he sues in his public character to recover public property within the jurisdiction of this Court. But they insist that what is a question in this cause is not any right of property, but a mere public and political right, which by the constitution of Hungary is not absolute in the sovereign, but subject to the control and direction of the Diet of that kingdom. Such a right, they say, is beyond the jurisdiction of this Court. If the question related merely to an affair of state, it would be a question, not of law, but for mere political discussion. But the regulation of the coin and currency of every state is a great prerogative right of the sovereign power. It is not a mere municipal right, or a mere question of municipal law, but a great public right recognized and protected by the law of nations. A public right recognized by the law of nations is a legal right, because the law of nations is part of the common law of England.

These propositions are supported by unquestionable authority. In the modern version of "Blackstone's Commentaries" (4 Stephens Commentaries, 282), it is laid down, and it has so always been held in our Courts, that the law of nations, whenever any question arises which is properly the object of its jurisdiction, is adopted in its full extent by the common law of England, and held to be part of the law of the land. Acts of Parliament which have been from time to time made to enforce this universal law, or to facilitate the execution of its decisions, are not considered as introductive of any new rule, but merely declaratory of the old fundamental constitution of the kingdom, without which it must cease to be part of the civilized world. To apply these acknowledged principles of the law of nations and law of England to the present case, it appears that the British Parliament, by the Act 2 Geo. 4 and 1 Wil. 4, c. 66, has enacted that the forgery or counterfeiting the paper money of any foreign sovereign or state is a felony punishable by the law of England. This statute is a legislative recognition of the general right of the sovereign authority in foreign states to the assistance of the laws of this country to protect their rights as to the regulations of their paper money, as well as their coin, and to punish by the law of England offences against that authority. The friendly relations between civilized countries require for their safety the protection by municipal law of those existing sovereign rights recognized by the law of nations. It appears from the evidence of the defendant Kossuth himself, that the present plaintiff is in possession of the supreme power of Hungary, and that the property now in question which this defendant has caused to be manufactured, in order at some future time to issue it as the public paper money of the state of Hungary, is not intended to be immediately used for that purpose, because of the existing power of the plaintiff. But it also appears that the paper so manufactured is now in the possession and power of both the defendants, ready to be used when the defendant Kossuth shall think fit, for a purpose adverse to the existing right of the plaintiff. The manufactured paper in question, therefore, is property, which has been made for no other purpose, and can be used for no other purpose, except one hostile to the sovereign rights of the plaintiff. It is not property of a kind which, like warlike weapons or other property, may be lawfully used for other purposes; and if the avowed and single purpose for which this property is now in the hands of the defendants be a purpose hostile to the plaintiff's rights, if this Court were to refuse its interference, the refusal would amount to a decision that it has no jurisdiction to protect the legal right of the plaintiff, a legal right recognized by the law of nations, and therefore by the law of England. But it has been said that the right of the plaintiff is not an absolute right, but is subject to the consent of the Diet of Hungary. The prerogative rights of the Crown of England are all directly or indirectly subject to the control of Parliament, and the sovereign rights in most other nations are subject to some control or

limitation; yet they are not, therefore, the less actual rights, and it is at the suit of the sovereign that they are to be protected by the law. Then it is said that the defendant Kossuth contemplates the overthrow of the existing right of the plaintiff, and that when it is overthrown and the power transferred to himself, or some other body which shall sanction the use of this paper as the current money of the kingdom of Hungary, he will then be entitled to use it, and therefore that this Court ought not now to interfere. To this argument the answer is, that this Court, like other public tribunals, can deal only with existing laws and existing governments. Obedience to existing laws and to existing governments, by which alone the laws can be enforced, is essential to the distribution of justice, and to the maintenance of civil society. Therefore, if by the existidg laws the plaintiff has the right which he asserts, and if the defendants have made and have now in their possession the property in question, which has been made, and now is in their hands, for no other purpose than one hostile to the legal rights of the plaintiff, the legal right of the plaintiff ought to be protected by the interference of this Court. This right of the plaintiff is clear on principle, unless the Court is to abandon its protective jurisdiction. It is clear also upon authority. In the case of Farina *vs.* Silverlock (1 K. & John., 509), an injunction was granted against a printer who had made and printed papers, which he had in his possession, merely because they might be used and were ready to be used in such a manner as to violate the legal right of the plaintiff, although they were not, in fact, actually used for that purpose. Foreign states at peace with this country have always been held entitled to the assistance of the law of England to vindicate and protect their rights, and to punish offenders against those acknowledged public privileges recognized by the law of nations. Even the sovereigh power under a revolutionary government, recognized for the time by the Crown of England as an existing government, has had its right protected, and offenders against those rights punished by prosecution in the Courts of England. The prosecution and conviction of Peltier for a libel on the First Consul of France proceeded on this principle. In earlier times Lord George Gordon was tried and convicted for a libel on the Queen of France. These rights of foreign Princes may be for a time suppressed and the law may be silent during the flagrance of rebellion and revolution, when rights both public and private are overturned and destroyed during the crimes and calamities of civil war; but when, as in the present cause, the existing rights of a plaintiff as sovereign of Hungary are recognized by the Crown of England, the relief which he seeks in this case is for the protection of that legal right against the acts of the defendants. That protection can only be effectually afforded by the relief prayed for in this suit, and there must be a decree against the defendants according to the prayer of the bill.

It was arranged between the parties that within one month a day should be fixed for the destruction of the notes.

Madison and Portage Railroad.

Directors, Campbell, Moore and Thompson, with an engineering party of nine, are busy surveying the Madison and Portage road. They have staked out a portion of it on Third Lake fronting the city, and another branch of it leading to the depot will run along Fourth Lake bank.—*Madison (Wis.) Patriot.*

Interest and Dividends.

The Morris and Essex Railroad Company have declared a semi-annual dividend of three and a half per cent., payable Aug. 1.

The Morris Canal and Banking Company have declared a semi-annual dividend of 5 per cent. on the preferred stock, payable Aug. 6.

The New York and Harlem Railroad Company will pay the interest coupons of the 2d mortgage bonds, Dover Extension, and bonds of 1861, on and after August 1, at the Treasurer's office.

The interest due 1st August on the first mortgage bonds of the Cleveland and Mahoning Railroad Company, will be paid by Ward, Campbell & Co., No. 56 Wall-st., New York,

The Paterson and Ramapo Railroad Company are prepared to purchase five thousand dollars of their bonds on such terms as may be agreed upon.

The annual meeting of the stockholders of the Cleveland, Painesville and Ashtabula Railroad will be held at the office of the company, in Cleveland, Ohio, on the 13th inst., for the election of Directors, and the transaction of such other business as may come before them.

The Vermont and Canada Railroad Company have declared a dividend of 4 per ct., payable Aug. 15. This is the first dividend since June, 1854; but hereafter regular payments of four per cent. are expected to be made on the first days of June and December.

The London *Times* of 13th July says: "In the Colonial market the bonds of the Grand Trunk of Canada were flatter. The ordinary stock left off at 19 to 19¼, and Great Western shares 10¼ to 10⅛, showing no alteration. American railway securities closed the same as yesterday. In miscellaneous descriptions there was a decline in Canada land shares; Canada 5 per cents. 98 to ½.

The Philadelphia *Bulletin* says: "The semi-annual interest on the State debt of Pennsylvania will be due August 1. The Hon. Henry D. Moore, State Treasurer, is in town, and has made arrangements for the prompt payment of the interest, amounting altogether to about one million of dollars."

The Nashville and Chattanooga Railroad Company give notice that they are ready to pay their 1st July interest on their bonds, indorsed by the State of Tennessee, on presentation of the coupons accompanied by the certificate of the Comptroller of the State, that the payment may be lawfully made, the Legislature having constituted him sole udge of the question as to whom such payment shall be made.

The coupons due Aug. 1, on the bonds of the New York, Providence and Boston Railroad Company, will be paid on and after that date, at the office of M. Morgan & Sons, No. 37 William-st.

The transfer books of the New York Central Railroad Company which were closed at the close of business, on Wednesday, the 31st of July, will be re-opened on the morning of Friday, the 23d day of August next.

The mortgage bonds issued by the Rochester, Lockport and Niagara Falls Railroad Company, dated Aug. 1, 1851, and due Aug. 1, 1861, assumed by the New York Central Railroad Company under the Consolidation Agreement, will be paid at maturity, upon the presentation and surrender of the bonds at the Bank of Commerce in New York.

The coupons of the first mortgage bonds of the Central Railroad Company of New Jersey, due on the 1st of August, will be paid at the office of the Company, in this City.

An interest dividend on the New Jersey Railroad and Transportation Company will be paid at the Bank of Commerce, in New York.

The past due coupons of the first mortgage bonds of the Milwaukee and Watertown Railroad Company will be paid by Rogers, Coartes & Co., Milwaukee, in funds current there, or by G. S. Robbins & Son, No. 54 William-st., New York, at $35, each coupon bearing 7 per cent. interest per annum on the face of said bonds.

At a meeting of the Board of Managers of the Delaware Division Canal Company, July 31, 1861, a division of 3 per cent. out of the net earnings of the last six months was declared on the capital stock of the Company, payable on and after the 15th of August.

The Macon and Western Railroad Company have declared a quarterly dividend of 3 per cent., payable in Georgia.

The Michigan Southern Railroad Company pay at the Bank of North America interest upon the Northern Indiana 1st Mortgage, the Jackson Branch, the Goshen line, and the Detroit, Monroe and Toledo bonds.

New Drilling Machine.

A new drilling machine, which can be applied to Artesian and other wells, or to blasting purposes, has lately been invented and patented by Mr. Wm. McGee, engineer, and is now on exhibition near the foot of Water street. Either hand or steam power can be applied to it, and the strokes fall with remarkable rapidity, the drill rotating and feeding downward meanwhile at any rate of speed required. The machine is an exceeding ingenious one, and will, if brought before the notice of mechanics, supersede all others extant.—*Buffalo Commercial.*

Copper at Frost Village, Canada.

We have occasionally alluded to the indications of copper which have been discovered in the neighborhood of Frost Village. We have now the pleasure to announce that these indications are regarded as so far favorable that a large amount of money will be expended in search for the metal on the premises of W. W. Williams, Esq., of that place. A party of wealthy Boston capitalists, accompanied by a celebrated practical geologist from that city, have been for some days exploring, and have determined to sink a shaft 150 feet on Mr. Williams' premises. This speaks well for our mineral prospects, and we must hope for the best. —*Waterloo Advertiser.*

Communication with India via the Euphrates.

Sir John Macdonald, E. C., estimates that a single well constructed line of railway "from Seleucia to Jaber Castle, on the Euphrates, 150 miles in length' would cost £1,500,000. The few physical difficulties on the route are between Selencia and Aleppo. The navigation, however, of the Euphrates is very inferior to that of the Tigris below Bagdad. From Seleucia to Bagdad is 600 miles, and a single line would cost £4,000,000. From Seleucia to Bussorah, at the head of the Persian Gulf, is 800 miles, and would cost £6,000,000. A railway from Bagdad to Selencia, 600 miles in length, would at once give us a new and efficient alternative route to India far removed from the intrigues and interference of either our friends or enemies."—*Herapath.*

☞ The last accounts from Buenos Ayres report the favorable progress of the surveys for the projected Grand Southern Railway by the agents, Messrs. Peto, Brassey and Betts.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil.' Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,119,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	—	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	5,500,000	4,500,000	.....	10,000,000	220.0	845,981	894,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,939	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	....	61
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	39
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	.....	10,469,355	261.3	792,029	1,462,752	652,260	....	61
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	62
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,760	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—	}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—	}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586.000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,686	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	243.969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	---	---	-----	Penobscot	328,412			180,497	300,000	75,000						—	----
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	-----	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....			—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	41
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	108½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,264	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,890	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	95
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000		5,045,630	120.7	456,825	684,685	327,590	4	64½
30 Nov. '60	19.9	1.3	3.6	—	—	—	-----	Essex	742,592	4,416		299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	97½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	-----	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	5	----
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	-----	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891		—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	306	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	-----	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	-----	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	112½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*												—	----
30 Sep. '59	57.0	—	.....	—	—	—	-----	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada						—	----
30 Sep. '60	188.0	—	.....	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	186.0	.....	365,038	144,270	—	----
-- --	--	—	—	—	—	—	-----	*Flint and Pere Marquette*												—	----
-- --	--	—	—	183.0	—	—	-----	*Grand Rapids and Indiana*												—	----
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	41½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- --	--	—	—	89.8	—	—	-----	*Port Huron and Milwaukee*												—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*					600,000							—	----
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*					575,000							—	----
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*					600,000	191,130						—	----
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*					500,000							—	----
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*												—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000			83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	----
31 Aug. '60	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- --	--	—	—	.....	—	—	-----	*Platte County*												—	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	-----	*South-Western Branch*	1,226,010			66,974	1,400,000							—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	-----	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,383	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	10
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	-----	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	-----	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	-----	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	-----	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,063,400	299,500	25,800	3,398,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	---	---	-----	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,829,473	*		976,843	1,032,078	83,641	2,092,560	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000			1,488,121	.....	.....					—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	---	---	-----	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000		5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....					—	----
31 Dec. '60	13.5	—	.....	—	—	—	-----	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	-----	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	-----	Warren	1,740,713	*		1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	----
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794		56,582				15,344	3,368	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096							
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....		ope	r. by Re	ns. & S	arat.		
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	.....	2,389,559		ope	r. by W	estern.	.....	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992		34.9		40,670	72,458	36,609	—	.....
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	470,000		14.8		22,712	34,310	19,886	—	.....
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	576,852		14.5		325,499	68,676	28,168	3½	.....
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	120,000	1,130,000		24.7		2,904,887	520,855	110,896	8	.....
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	600,000	2,413,516	201,682	3,627,620		142.0		568,448	580,000	242,954	—	.....
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496		87.8		317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050		39.6		61,430	57,649	10,427	—	.....
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	450,000		ope	r. by Er	ie.		24,000	6	.....
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000		ope	r. by Er	ie.		30,000	6	.....
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000		17.3		46,981		—	6	.....
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	.....		150.0		967,065	2,047,145	778,121	—	34
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997		101.5		258,763	343,021	119,454	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447		655.9		3,945,128	6,957,241	2,678,400	6	75½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,506	2,074,795	38,401,300		495.0		3,019,000	5,180,321	1,827,406	—	26
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,056,752	.....	.....		152.9		.....	1,142,851	433,716	—	10⅔
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000		8.0		40,880	36,352	26,346	—	.....
30 Sep. '60	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	*	1,000,000		ope	r. by Ce	ntral.				.....
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	.....	4,577,000		121.8		395,128	458,912	153,080	—	.....
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....		35.9		69,759	119,666	64,753	8	.....
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	.....		75.4		79,240	80,611	37,436	—	.....
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....		59.2		119,325	269,353	131,525	6	.....
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	.....		ope	r. by B.	N. Y. &	E. 22,047	—	—	.....
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,466	1,050	—	10,305	—	61,213	71,518		18.0		3,365	634	54	—	.....
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	.....	.....		ope	r. by Ren	s. & Sar.	.....	—	5	.....
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....		47.3		114,731	175,604	60,113	—	.....
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,874	.....		13.0		.....	15,720	11,800	—	.....
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	.....		81.0		191,579	227,488	139,817	—	.....
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	.....		112.0		280,643	312,066	160,237	—	.....
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	86,073	—	274,400	—	.....	.....		ope	r. b. Hud	s. River.	.....	—	6	.....
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	.....		ope	r. by oth	er Co's.	.....	—	—	.....
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	.....								.....
30 Sep. '60	96.7	—	11.0	—	17	11	238	Watertown and Rome	1,948,640	827,304	—	1,499,000	772,400	66,112	.....		96.7		212,235	351,167	178,067	10	.....
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401		94.9		.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....		223.0		.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....		97.0		.....	296,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509		171.9		.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954		171.0		323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072								.....
								OHIO.														
-- -- '58	—	—	—	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....								.....
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956		118.2		.....	286,868	81,508	—	.....
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482		141.0		.....	597,683	71,356	—	.....
31 Mar. '61	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	.....	3,708,392		198.3		382,987	644,229	282,700	7	.....
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....		32.0		.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,541	*	—	2,441,176	3,082,000	228,973	.....		131.8		304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275		141.2		.....	1,084,692	574,275	12	97
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020		67.0		230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	.....	.....		96.6		402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102		203.5		646,413	772,093	332,093	4	9
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406		168.6		.....	919,971	493,956	—	26⅔
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....		61.5		75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....		72.0		144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539		ope	r. w. Lit.	Miami.		170,795	8	81
31 Mar. '60	144.0	—	.....	—	.....	.....	.....	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797		144.0		144,606	211,149	111,054	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086		36.6		.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....		16.0		40,064	64,000	33,000	—	.....
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867		45.0		.....	152,328	43,865	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....								.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....		47.0		60,901	63,141	13,573	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	60	Iron	172,830	*	—	118,865	50,000	3,965	.....		13.0		24,000	31,126	10,460	—	.....
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137		138.0		637,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262		195.4		556,732	374,198	45,452	—	.....
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721		192.3		.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....		125.0		.....	.....	.....	—	.....
30 Jun. '59	153.9	52.0	.....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,000	2,184,000	439,261	5,508,357		205.9		.....	577,958	211,894	—	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876		125.0		.....	185,934	34 167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....		55.6		70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500		ope	r. by C.,	C. & C.	.....	—	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000		49.8		222,000	.....	.....	—	.....
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,128,500	5,843,650	458,265	8,498,947		250.0		.....	861,722	373,772	—	—
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....		45.0		61,634	94,342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900		20.5		.....	311,201	164,554	10	57½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....		146.0		.....	.....	.....	—	11½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568		52.5		.....	182,673	116,822	8	.....
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357		202.0		.....	2,191,336	1,316,688	6	70
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136		36.3		.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000		ope	r. b. Buf.	& S. L.	.....	—	10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343		55.5		.....	436,237	153,334	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563		32.3		.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565		42.2		.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,803	107,000	—	710,000	1,100,000	167,303	2,164,303		68.9		.....	116,200	67,600	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....		45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600		ope	r. by C.,	W. & R.	.....	—	—	.....
31 Dec. '59	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,000	3,619,304	231,532	9,291,156		.....	.....	.....	595,857	503,660	6	49
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150		72.3	.....	.....	556,192	379,978	10	57
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,455 892	39 [illegible]7	—	3,155,875	2,940 473	774,223	6,471.462		65.7	5 mos.	.....	176,047	97[illegible]99	—	6
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,06 [illegible]289	3,474.545	13,261,960	17,163,947	867,489	32,407,124		423.0	3,476,812	5,932,761	2,296,402	6	38½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....		20.0	.....	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,333		24.0	.....	.....	288,657	157,194	—	48½
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991		151.4	.....	3,812,546	868,597	.....	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000		28.0	oper. by	Cam. &	Amboy	.....	125
31 Oct. '60	96.0	6.0	.....	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,800,000	.....	.....		200.5	48,677	1,234,597	471,712	6½	133

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends,	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----	----	----	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	188	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	----
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	—	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	—	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	—	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----------	----------	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	14
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----------	213,964	31,045	—	----
— — '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	—	----------	----------	----------	----------	81.0	166,245	----------	----------	—	----
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	—	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	—	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	—	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	—	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108.0	193,683	116,225	41,985	—	----
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	----------	----------	----------	—	----
								NOVA SCOTIA.													
— — '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	—	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----------	1,550,878	1,936,181	12	102

New York Stock Exchange.

Sale Prices for the week ending July 31, 1861.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
Federal Stocks:—						
U. S. 5s, 1871	----	80	80	----	79½	
U. S. 5s, 1874	80½	----	79¾	79½	79¾	
U. S. 5s, 1865	88	----	----	----	----	
U. S. 6s, 1881	88¾	87	87	86¾	86½	
U. S. 6s, 1862	----	95½	----	----	96½	
Treas. 12 p. c. notes	102½	102	102½	----	102	
" 10 " "	----	----	----	----	101	
" 5 " 2 years	----	----	----	----	----	
" 6 " "	98½	96⅛	97	96⅞	96⅝	
State Stocks:—						
California 7s	76	76½	----	75⅞	76	----
Georgia 6s	----	66½	67	67	66	
" 5s	----	----	----	----	----	
Illinois 6s	79	79	79	80	79½	
Indiana 5s	----	----	----	78	----	
" 2½s	----	----	----	----	----	
Kentucky 6s	76	----	58	----	----	
Louisiana 6s	56½	55½	----	57	57	----
Maryland 6s	----	----	----	----	----	
Michigan 6s	80	----	----	80	----	
" 7s	----	----	81	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	42	41⅝	41	41½	41	41½
Do. iss. to H.& St.J.R.	47	46½	45½	----	46	46
New York 7s, 1870	106½	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
N. Y. Central, 6s	----	----	92½	----	----	----
North Carolina 6s	59	----	60½	61½	59½	60⅛
Ohio 6s, 1860	90	----	----	91	----	----
Tennessee 6s, 1890	42	41	41½	42	42½	42⅛
Virginia 6s	48½	50	49⅝	49½	50	49
Railroad Shares:—						
Chicago, Burl. and Q.	61	----	----	----	----	59
Chicago and Rock Isl.	40	39	39½	40	39½	39
Clev., Col. and Cin.	----	----	----	----	94½	----
Clev., Painesv.& Asht.	----	----	----	----	----	----
Clev. and Pittsburg	8	----	----	----	----	----
Clev. and Toledo	27	26½	26⅝	27½	26½	26⅝
Del., Lack. and West.	----	----	----	----	----	70
Galena and Chicago	62½	61	61	61⅝	61	61½
Hudson River	34	33½	33	33⅝	33	34
Illinois Central (scrip)	63	62	62½	62½	62½	62
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	42	41	41½	41⅝	----	41⅝
M. S. and N. I. guar'd,	29	27	29½	23⅝	----	27½
M. S. and N. I.	14	13⅞	----	----	----	13⅛
Mil. and P. du Chien	----	----	----	----	14½	----
New Jersey Central.	----	----	----	----	----	----
New York Central	75	74⅞	75	75⅞	76	75
Erie	24	23⅞	23⅞	----	24	26
Erie pref.	----	42	----	----	42	----
N. York and Harlem	11	10½	10½	10½	10⅝	10⅝
N. Y. and H. "pref."	26½	25	24	25	24¾	----
Panama	108	----	----	----	107½	106
Phila. and Reading	35½	----	----	36½	----	----
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	38	39	----	----	----	----
" " 2d M.	15	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c.'85	73	----	----	----	----	----
D.L.&W.1M.8p.c.'71-5	----	----	96	----	96	----
" 2M.8p.c.'81	----	----	----	----	----	----
Gal.and Ch.1M.8p.c.'63	----	----	----	----	100	----
" 2M.8p.c.'75	----	----	----	----	----	94
Hann. & St.J. 1 M. 8s	----	----	----	31	----	----
Hudson R. 1M.7p.c.'69	----	----	----	----	----	----
" 2M.7p.c.'60	----	----	----	----	----	----
" 3M.7p.c.'75	80	----	----	80	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr.7 p.c.'75	90½	----	----	----	90	89½
" " 6p.c.'75	90⅛	----	----	----	90	89⅛
L. Erie & Wab. 1 M.	----	----	----	----	----	64
" " 2 M.	----	----	----	----	----	----
Mich. Cen. S.F. 8 p.c.'82	----	95	----	----	94	
" conv. 8p.c.'69	95	----	----	----	----	----
Mich. Southern 1st M.	79½	----	----	----	----	----
" " 2d M.	----	60	60	----	60½	
" " S. F.	----	----	----	----	----	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	106	----	----	----	----
" " 2d M.	102½	----	----	----	----	----
N.Y. C. 6p.c. certif.'83	----	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N.Y.&E. 1 M. 7 p.c.'67	----	----	----	----	----	----
" 2 M. 7 p.c.'64	98½	----	----	----	----	----
" 3 M. 7 p.c.'85	86	85½	----	----	----	----
" 4 M. 7 p.c.'80	72½	72	----	----	----	----
" 5 M. 7 p.c.'83	----	----	----	----	----	----
" conv. 7p.c.'62	----	----	----	----	----	----
" " 7p.c.'71	54	58	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7p.c.'73	----	----	----	----	----	----
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Penn. 1M. 7p.c. conv.'88	----	----	----	----	----	----
" 2 M. 6 p.c. st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c.'60	----	----	----	----	----	----
" " 6 p.c.'70	----	----	----	----	----	----
T. H. and A. 1 M. 8s '72	----	----	----	----	----	----
" " 2 M. 8s '70	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. C. Co.	86	86	85½	----	86	85½
Cumberland Coal Co.	5½	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	80	80
Pacific Mail S. S. Co.	71½	71	71	71½	71	71

The following are the closing prices in the London Market on the 13th July:

United States 5s, 1874	71	to	73
Virginia 6s	41	"	44
Erie shares, ex assessment scrip	22	"	23
Erie shares, 7 per cent. preference	41	"	43
Erie shares, assessment scrip	1½	"	2½
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	82	"	84
Illinois Central $100 shares, $80 paid, dis.	38½	"	37½
Illinois Central, all paid	60	"	62
Michigan Central 8s, Convertible, 1869	80	"	81
Michigan Central Sinking Fund 8s, 1882	84	"	86
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	88	"	90
New York Central 7s, 1876	92	"	94
New York Central 7s, 1876	91	"	93
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	93
New York and Erie, 3d mort., 1883, assented	76	"	78
New York and Erie Bonds, 1862, '71, '75	50	"	55
New York and Erie shares, assented	21	"	22
Panama, 1st mortgage 7s, 1865	96	"	100
Panama, 2d mortgage 7s, 1872	94	"	96
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	80	"	82
Penusylvania Central $50 3hares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, August 3, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

There has been a decided improvement in the Share Market at the close of the week, no untoward event occurring, and the public mind being re-assured by the vast preparations of our Government, and the powerful re-enforcements continually moving forward to the seat of the war. The Confederates have failed entirely to follow up their advantages, which is an admission that they suffered quite as much as the Federal forces in the late engagement. Matters are now looked upon as in a satisfactory condition, and the Stock Exchange is gradually recovering the tone it had previous to the late reverses. Missouri bonds are greatly improving by the deposition by the State now in Convention of the Rebel Government which had embroiled the State in civil war, and seized and squandered the money provided for the payment of the interest on the State bonds. The new State officers appointed are strong union men, and they will undoubtedly commence the immediate re-organization of the Government, and we may look forward to speedy provision for the payment of the over-due interest. Missouri is abundantly able to pay all her liabilities, and her willingness to do so is shown by the removal of the old State officers.

The demand for money is very slack. There will probably be more activity when the new Government loans come into market. All new enterprises are at a complete stand-still. Crops throughout the country are exceedingly promising both North and South. The crop of cotton bids fair to be a good one for the area planted, but what is to be its fate under the blockade remains to be seen. The southern factors as well as the local press in that quarter, advise planters not to send it forward till the blockade is raised, for fear of its being seized by the Federal troops.

The traffic on Northern railroads continues to be very fair. As far as freights are concerned, from the transportation of our crops, the prospect was never better. Much depends upon the foreign demand for our produce.

We give this week a statement of the Cleveland and Toledo Railroad, covering a period of two years. That road seems to be gradually getting out of its difficulties. Its net earnings the past year were nearly 4 per cent. upon its share capital. A gain for the present, equal to that of the past year, would render this a seven per cent. stock.

We also give a full historical sketch of the Illinois Central Railroad, with full comparative statements of its cost, earnings and expenses from year to year. Having embraced the entire operations of this road from the start, the statement is interesting as well as valuable as a matter of reference. This company appears to have turned the hard point in its history and bids fair, unless prevented by our present unforeseen political troubles, of realizing the expectations originally formed of it.

☞ The Pittsburg and Connellsville Railroad Company have negotiated for the iron to finish the line into Pittsburg, and the work will now be prosecuted vigorously to completion.

Illinois Central Railroad.

This company was chartered on the 10th February, 1851, with authority to construct a railroad from La Salle (at which point the Illinois and Michigan Canal has its South-western terminus) northwardly to the Mississippi River opposite Dubuque, Io., and southwardly to Cairo at the confluence of the Ohio with the Mississippi; and also a branch from this main line to Chicago. The company's capital was fixed at $1,000,000 and might be increased to an amount equal to the money expended in the construction of the road and appurtenances. The main line was to be completed within four years, and the branch line within six years; and the company was authorized to establish its own rates of toll.

The act of incorporation also surrendered to the company all the property acquired by the State of Illinois in the course of the previous efforts made by it to construct a railroad between the same points; and all the lands donated by the United States Government under the Act of Congress, approved 20th September, 1850. These latter consisted of 2,595,000 acres of land upon the line designated, reaching through the State in its longest direction and in alternate sections within six miles on both sides of the road. Provision was made to ensure the faithful application of these means: a deposit of $200,000 in cash or $300,000 in Illinois State Bonds was demanded, and on complying with this provision, the company was entitled to receive a conveyance of the lands aforesaid. But it was also required to simultaneously re-convey to trustees named in the act all the property thus received, and likewise the proposed railroad and all the lands and constructions appertaining to it. The property thus invested was ordered by the charter to be applied to the construction of the road.

Upon compliance with the conditions above related, and the completion of 50 miles of road, one-fourth of the donated lands was to be held free from encumbrance and disposable by the company for its general exigencies, and the remaining three-fourths were to be retained by the trustees as security for the payment of bonds which the company was authorized to issue. The trustees were

to sell the last named body of lands either for cash, or in exchange for the bonds whose payment was thus intended to be secured, and if in cash then the same to be invested in the bonds, which on receipt were to be cancelled.

The charter also *exempts the company's property from local taxation*, but requires a payment to the State in lieu thereof of 7 per centum of its gross receipts.

The main line of the road defined by the act extends through the whole length of the State north and south; the branch leaves the main line at Centralia, and extends to Chicago. The aggregate length of both lines is 704 miles.

On the 10th March, 1851, the company was organized, accepted the charter, complied with the preliminary conditions and made preparations for the commencement of the work. The first engineering party was organized in Chicago on the 21st May following, and commenced the preliminary surveys of the Chicago Branch, and by the middle of summer seven other parties had been organized and were in the field; and before the end of the year the whole line had been surveyed and located.

The first contract for graduation was made on the 15th March, 1852, for that portion of the branch between Chicago and Calumet, 14 miles. This was hurried along for the purpose of allowing the Michigan Central Railroad to enter the city, and was completed on the 15th May following.

Public contracts were first made in June, 1852, when the grading of six divisions of the road was let and on the 14th October following, the remaining six divisions were put under contract. The work was carried on with such vigor that both the main line and branch were completed and brought into operation within the next four years, having been opened by sections as follows:

Chicago to Calumet	14	miles,	May 15, 1852
La Salle to Bloomington	60	"	" 16, 1853
Calumet to Kankakee	42	"	July 11, 1853
La Salle to Mendota	16	"	Nov. 14, 1853
Kankakee to Spring Creek	31	"	Dec. 2, 1853
Freeport to Warren	25	"	Jan. 9, 1854
Bloomington to Clinton	23	"	Mar. 14, 1854
Spring Creek to Pera	22	"	May 18, 1854
Pera to Urbana	20	"	July 24, 1854
Warren to Scales Mound	14	"	Sep. 11, 1854
Clinton to Decatur	22	"	Oct. 18, 1854
Scales Mound to Galena	12	"	Oct. 30, 1854
Cairo to Sandoval	118	"	Nov. 22, 1854
Decatur to Sadnoval	85	"	Jan. 1, 1855
Mendota to Freeport	65	"	Feb. 1, 1855
Galena to Dunleith	17	"	June 12, 1855
Urbana to Mattoon	44	"	June 25, 1855
Mattoon to Centralia	77	"	Sep. 27, 1856

SHARE CAPITAL—Authorized, $25,500,000.
Issued, $17,945,400.

Represented by 79,933 full paid shares..$7,993,300
And 99,521 shares on which $80 is paid..... 7,961,680

$15,954,980

From which deduct amount carried to interest fund in 1851..... 300,000

Total paid of share capital..... $15,654,980

FUNDED DEBT—$15,672,240: classified as follows:

Construction 7 per cent coupon bonds.$12,885,000
" 6 " " " . 4,115,000

Amount issued $17,000,000
Amount returned and deferred to 31 December, 1860..... 1,746,500

Amount now outstanding..... $15,255,500

—dated 1st April, 1851, and payable 1st April, 1857; coupons semi-annually, 1st April and 1st October—the 7 per cent.'s at the company's office in the city of New York, and the 6 per cent.'s in London.

These bonds were issued to provide the means for constructing the road, and to avoid the necessity of immediately offering the company's lands for sale. They are secured by a mortgage by which the company conveyed to trustees its railroad, rights of franchises, real property, and 2,000,000 acres of lands. The same instrument provided for the sale of the lands, under the authority of the trustees, either for cash, or in exchange for the bonds—the proceeds in all cases to be applied to their cancellation. The company also reserved the right to retire the whole, or a part of the bonds, at any time, on the payment of 20 per cent. in addition to their nominal amount, and all accrued interest. As further security for the payment of interest, the company agreed to apply thereto the net earnings and the instalments that might become due on the share capital. It also set apart for the same object 250,000 acres of land, being a portion of the same not included in the mortgage.

Free Land 7 per cent. coupon bonds, $3,000,000
Total amount retired up to 31st Dec. '60. 2,994,000

$6,000

—dated 1st September, 1854, and payable, principal 1st September, 1860; and coupons semi-annually 1st March and 1st September, at the company's office in the city of New York. The sum realized on the $3,000,000 issued was $2,079,876.

These bonds were issued to complete the work, the original estimates having been exceeded. They are secured by a mortgage on the lands owned by the company, not included in the first mortgage, viz: 345,000 acres, and which from the absence of incumbrance upon them had acquired the designation of Free lands, and hence *Free Land Bonds*. The whole issued except $6,000 not presented has been retired.

Optional Right 7 per cent. coupon bonds.$3,200,000
Cancelled $2,543,000; not issued $619,000 3,162,000

$38,000

—dated 20th February, 1858, and payable, principal 20th February, 1868; and coupons semi-annually 1st January and 1st July, at the company's office in the city of New York. The bonds with exception of $38,000 as above have been converted or paid.

Debentures, 7 per cent..... $970,000
Less received on full paid stock and $10 stalment 927,260

$42,740

—dated July 1, 1859, and payable, principal 1st July, 1861; and interest semi-annually 1st Jan. and 1st July, at the company's office in New York.

Eight per cent. coupon bonds..... $332,000

—dated 1st March, 1860, and payable, principal 1st March, 1865; and coupons semi-annually 1st March and 1st September, at the company's office in New York.

These bonds were issued for the payment of such Free land bonds as were not paid in upon stock at maturity. Secured by pledge of an equal amount of share capital; or should all the shares be paid in full previous to their maturity, then on the moneys received therefor. The total amount provided is $500,000.

Clastified Statement of the main items of expenditure of the Company, to December 31, 1860.

Items of Expenditure.	Up to Nov. 1, 1852.	Nov. 1, '52, to March 1, '53.	March 1, '53, to Nov. 1, '53.	Nov. 1, '53, to March 1, '54.	March 1, '54, to Jan'y 1, '55.	Jan'y 1, '55, to Jan'y 1, '56.	Jan'y 1, '56, to Jan'y 1, '57.	Jan'y 1, '57, to Jan'y 1, '58.	Jan'y 1, '58, to Jan'y 1, '59.	Jan'y 1, '59, to Jan'y 1, '60.	Jan'y 1, '60, to Jan'y 1, '61.
	$	$	$	$	$	$	$	$	$	$	$
Charter expenses	51,299 00	.....	.....	.....	.....	8,388 92	.....	.....	.....	.....	.....
Company expenses	66,339 82	.....	61,764 22	.....	5,250 11	23,180 99	38,987 37	43,943 88	70,974 38	52,516 61	44,395 33
Lands and right of way	192,637 09	9,436 47	128,817 38	93,125 41	25,594 73	.....	113,784 15	32,207 68	71,134 29	10,557 82	1,065 70
Engineering	136,040 77	34,847 28	68,516 29	56,547 77	89,874 26	.....	21,015 73	9,743 42	4,692 26	3,706 20	4,309 80
Construction	560,488 12	605,166 74	3,901,473 16	1,466,696 60	3,297,088 97	1,498,414 24	1,133,612 06	1,040,877 72	114,870 90	350,217 70	266,714 20
Equipment	15,488 70	29,120 75	186,066 23	532,706 44	998,806 47	507,598 73	360,343 19	752,679 07	.....	.....	13,979 31
Iron rails	471,251 54	259,178 41	1,680,847 72	446,924 33	1,103,612 51	142,363 52	617,031 68	81,275 71	1,242 84	.....	.....
Salaries	45,052 20	15,017 40	30,034 80	15,017 40	27,543 59	46,052 24	23,809 97	28,992 37	25,657 32	23,543 05	20,660 45
General interest account and exchange	48,943 01	81,688 25	124,251 75	44,485 56	58,881 87	43,870 90	201,334 08	286,119 40	298,415 19	118,897 05	92,706 11
Interest paid on stock	21,000 00	.....	50,986 22	.....	50,670 08	103,815 15	162,461 44	264,044 94	.....	.....	.....
Construction bond coupons	50,483 99	50,483 99	190,962 14	.....	777,165 20	1,099,723 86	1,095,187 50	1,081,818 56	1,110,610 00	1,055,085 00	1,026,507 50
Free land bond "	.....	.....	.....	.....	.....	97,066 00	209,552 00	207,446 00	202,860 00	187,635 00	119,496 84
Optional right scrip "	.....	.....	.....	.....	.....	.....	.....	58,590 00	27,527 50	.....	.....
Renewals scrip, optional right bond, debenture and 8 per cent. bond coupon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Interest on full paid stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	44,820 00	38,569 22
	1,659,023 74	1,267,318 07	6,888,209 91	2,668,054 04	6,439,387 79	3,606,603 74	3,997,109 17	3,887,237 75	1,927,984 18	1,846,978 43	1,739,675 90
											111,271 44

STATEMENT *showing the condition of the Interest Account at the end of each period or year.*

Dr.	To Nov. 1, 1853.	Nov. 1, '53 to Dec. 30, '54.	Year ending 31st December, 1855.	1856.	1857.	1858.	1859.	1860.
Interest on capital stock	$71,986	$50,570	$103,815	$162,451	$264,045	$.....	$.....	$111,271
Interest on general acc't & rent of Joliet Cut-off	254,683	103,728	43,371	201,333	286,119	298,415	118,897	82,706
Construc'n b'nd coupons	291,930	777,165	1,099,724	1,096,187	1,081,319	1,110,610	1,055,085	1,026,501
F. L. Bond coupons	.....	.....	97,055	209,552	207,445	202,860	187,635	119,497
Optional right scr. coup.	.....	.....	.....	.....	.....	58,590	27,527	.....
Renewal scrip and optional right b'd comp.	.....	.....	.....	.....	.....	.....	.....	2,940
Interest on debentures	.....	.....	.....	.....	.....	.....	44,820	22,095
Interest on 8 per ct. b'ds	.....	.....	.....	.....	.....	.....	.....	13,534
Total interest accrued	$618,799	931,463	1,343,965	1,668,524	1,897,518	1,639,412	1,406,437	1,388,551
Cr.								
Road department	$51,246	$225,296	$527,952	$938,437	$391,473	$424,618	$192,765	$850,630
Land department	107,223	135,149	284,439	804,862	300,529	157,114	72,202	269,911
Tot. interest resources	$158,469	360,445	762,391	1,243,299	692,002	581,732	564,967	1,120,541
Yearly deficiency of resources	$160,330	571,018	581,574	425,225	1,205,516	1,057,680	841,470	268,010
Total deficiency of do.	$460,330	1,031,348	1,612,922	2,038,147	3,248,663	4,301,343	5,142,813	5,410,823

INCOME ACCOUNT

for the year ending 31st December, 1860.

Receipts—

Passenger earnings	$846,693
Freight "	1,623,711
Extra baggage earnings	2,003
U. S. mail "	76,300
Express "	29,336
Rents	4,594
Rents of property	68,298
Rent of engines and cars	13,749
Storage and dockage	164
	$2,664,848
Earnings of P. & O. Railroad	56,743
Total	$2,721,591

Disbursements—

General expenses	$75,032
Maintenance of way	496,470
Station expenses	257,696
Wharves and basins	1,868
Maintenance of machinery	326,337
Claims and damages	21,537
Train men	151,471
Train supplies—oil and waste	40 555
Fuel—wood $154,145; and coal $29,135.	183,290
Salaries	73,249
Exchange and interest	4,125
Legal expenses	12,373
Repairs of fencing	8,301
Profit and loss	22,975
Operating St. Charles Air Line	1,524
Charter tax	177,557
Insurances	16,611
Earnings less expenses	850,630
Total	$2,721,591

ABSTRACT OF INCOME ACCOUNT FOR SIX YEARS.

	1855.	1856.	1857.	1858.	1859.	1860.
Passenger earnings	$693,049	$1,112,402	$1,064,978	$819,829	$811,412	$846,693
Freight "	630,935	1,156,471	1,037,988	975,945	1,107,019	1,623,711
Mail "	46,243	58,067	55,893	65,883	75,867	76,300
Baggage and express		25,411	31,443	19,325	24,965	31,339
Rents, storage, etc.	161,892	123,684	166,901	95,596	95,186	143,548
Total earnings	$1,532,119	$2,476,035	$2,357,203	$1,976,578	$2,114,449	$2,721,591
General expenses	$43,060	$81,719	$103,379	$73,293	$74,457	$75,032
Maintenance of way	241,430	292,512	374,136	355,982	437,392	496,470
Station expenses	119,138	157,895	300,988	212,172	216,628	257,696
Maintenance of machin'y.	142,257	273,800	310,859	227,586	274,124	226,337
Claims and damages	17,849	25,710	40,430	23,234	22,906	21,537
Train men	117,096	235,108	211,322	154,028	141,566	151,470
Train suppl's—oil & waste.	27,300	36,771	60,221	36,080	26,859	40,555
Fuel—wood and coal	167,681	261,706	281,608	201,139	208,161	183,280
Salaries	29,953	60,134	73,438	66,901	66,778	73,249
Legal expenses	.....	7,225	6,162	7,017	9,685	12,373
Miscellaneous	48,652	27,386	57,541	62,622	11,024	112,146
Charter tax	29,751	77,632	145,646	132,005	132,104	177,557
Total expenses	$1.004,167	$1,537,598	$1,965,730	$1,551,960	$1,631,684	$1,870,961
Surplus earnings	$527,952	$931,437	$391,473	$424,618	$482,754	$850,630

ABSTRACT OF BALANCE SHEET YEARLY 1854-60.

	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	$	$	$	$	$	$	$
Permanent extens'n.	17,698,099	19,139,865	21,447,949	23,437,669	23,726,241	24,166,782	27,195,391
Interest account	189,765	1,235,081	1,623,538	2,829,053	3,886,733	4,728,203	4,996,214
Interest fund	.....	.....	28,852	.....	.....	.....	.....
Work'g st'k & suppl's.	.....	.....	.....	605,405	550,182	429,954	479,121
Free land b'ds dofer'd.	.....	.....	.....	.....	.....	550,000	.....
Surp's available assets.	.....	.....	.....	.....	.....	.....	31,054
Misc. assets in N.Y. & C.	.....	.....	.....	.....	.....	.....	509,940
Loss on debenture b'ds	.....	.....	.....	.....	.....	145,263	.....
Total	18,126,278	20,374,446	23,100,339	26,872,127	28,163,156	30,020,202	33,211,720
Share capital	1,419,440	2,271,050	3,258,615	6,556,435	10,184,210	11,117,090	15,654,980
Construction bonds	14,813,305	14,682,888	14,798,945	15,192,559	15,387,902	15,387,902	15,253,500
Free land bonds	.....	2,079,877	2,079,877	2,079,877	2,079,877	2,079,877	6,000
Optional right bonds.	.....	.....	826,673	736,214	65,000	61,000	38,000
Debentures	.....	.....	.....	.....	.....	433,970	42,740
Eight per cent. bonds	.....	.....	.....	.....	.....	.....	332,100
Net float'g liabilities.	1,893,333	1,340,631	2,136,229	2,307,042	396,167	675,603	.....
Trust. P. & O. R.R. b'ds	.....	.....	.....	.....	50,000	20,000	.....
Free land int. fund	.....	.....	.....	.....	.....	44,762	.....
Cancelled bonds	.....	.....	.....	.....	.....	.....	1,884,500
Total	18,126,278	20,374,446	23,100,339	26,872,127	28,163,156	30,020,202	33,211,720

CLASSIFIED STATEMENT OF EXPENDITURES to December 31, 1860.

Objects of Expenditures.

Charter expenses	$59,688
Company expenses	509,934
Lands and right of way	779,843
Engineering	471,934
Construction	14,217,798
Equipment	3,361,778
Iron rails	4,803,728
Salaries	310,380
General interest account	1,399,453
Interest paid on stock	652,868
Construction bond coupons	7,537,527
Free-land bond coupons	1,024,044
Optional right scrip coupons	86,117
Renewals scrip and optional right bond coupons	83,389
Interest on full paid stock	111,271
Total	$35,409,755

Yearly Expenditures:—

To November 1st, 1852	$1,659,024
November 1, 1852, to March 1, 1853	1,257,313
March 1, 1853, to November 1, 1853	6,388,210
November 1, 1853, to March 1, 1854	2,683,054
March 1, 1854, to January 1, 1855	6,439,388
January 1, 1855, to January 1, 1856	3,606 604
" 1856, to " 1857	3,977,109
" 1857, to " 1858	3,887,238
" 1858, to " 1859	1,927,984
" 1859, to " 1860	1,846,978
" 1860, to " 1861	1,739,676
Total	$35,409,755

Towards the above expenditures the net earnings from the road and cash received in the Land office, have contributed as follows:

	Net earnings from road.	Cash received in Land Dep't. Applicable to interest fund.	Applicable to const'n bonds.	Applicable to Free L. bonds.	Total from all these sources.
Dec., 1853	$51,246	$107,223	$.....	$.....	$158,469
June, 1854	75,550	.....	.....	.....	75,550
Jan'y, 1855	149,744	135,149	.....	.....	284,893
In 1855	527,953	234,439	.....	.....	762,392
In 1856	938,437	304,861	116,104	11,846	1,371.248
In 1857	391,473	300,529	436,788	54,401	1,183,191
In 1858	424,618	157,114	374,173	56,951	1,012,856
In 1859	492,765	72,202	391,545	59,564	1,016,076
In 1860	850,630	173,089	428,164	52,060	1,503,943
Total	$3,902,417	1,484,607	1,746,774	234,822	7,368,610

OPERATIONS IN TRANSPORTATION, 1860.

1. Mileage of trains in the several divisions of the road in 1860: 2,437,822 miles.

Divisions.	Passenger.	Freight.	Wood, etc.	Total.
Chicago Branch	363,207	478,678	186,172	1,028,051
South Division	292,234	304,411	110,867	707,512
North Division	271,402	341,473	89,378	702,253
Entire road	926,843	1,124,562	386,417	2,437,822

2. Mileage of passenger cars in 1860: 8,217,995 miles.

Passengers carried south	242,393
" " north	253,998
" " carried both ways	496,391
" delivered to other roads	73,686
" received from other roads	66,127
Total passenger mileage	39,111,459

3. Mileage of freight cars in 1860: 11,419,480 miles.

Through Freight.

Number of tons carried	57,130
Tons carried one mile—north	2,253,092
" " " " —south	9,018,683
" " " " —both ways	11,371,775

Local or Way Freight.

Number of tons carried	533,213
Tons carried one mile—north	31,231,323
" " " " —south	42,499,741
" " " " —both ways	73,736,104

3. Passenger traffic for five years comparatively.

Years.	Mileage of trains.	Passengers carried. North.	South.	Total.	Passengers carried one mile.
1856	756,505	350,577	302,624	653,201	35,199,419
1857	1,009,370	344,194	370,513	714,707	53,248,800
1858	936,599	287,263	281,407	568,670	32,812,259
1859	953,288	304,587	304,998	609,585	38,464,814
1860	926,843	253,998	242,393	496,391	39,111,459
5 y'rs	4,573,605	1,540,619	1,501,035	3,042,654	198,836,751

5. Freight traffic for two years comparatively.

Y'rs.	Mileage of trains.	Tons carried. Thro'.	Total.	Tons carried one mile. North.	South.	Total.
1859	838,205	43,980	422,433	32,115,572	19,534,792	51,650,364
1860	1,124,562	57,130	590,343	33,854,415	51,518,422	85,102,939
Incr.	286,357	13,150	167,910	1,738,843	31,983,630	33,452,475

LANDED PROPERTY.—It is, says the report for 1860, ten years since the act of Congress conferred upon the State of Illinois the grant of lands. In 1852 Mr. Robert Rantoul, with marked ability, presented to his co-directors and the public, his views of the effect upon the population and resources of Illinois, by the construction of this Railway, and the consequent advance in the value of property. Mr. Rantoul predicted that the census of 1860, would show over 1,700,000 population in Illinois, and that lands, in twelve or fourteen years, would command $12.00 per acre. The reasoning was conclusive to his associates, in face of the fact that Illinois counted at that period only 850,000 souls, with a space covering nearly 20,000 square miles, in the centre of the State, nearly destitute of population, and that upwards of eleven millions of acres of land in the State were offered for sale by the Government, at $1.25 per acre. At a latter day, the Directors had to contend with prejudices in regard to the health of the prairie country, and the general conviction that the Government lands in Illinois, and the States west of it, would for one generation at least, at $1.25 per acre, prevent any prairie lands, destitute of fuel, reaching such extravagant values. The great extent of the lands of the North-western Territory, was apparently the strongest argument against the fulfillment of Mr. Rantoul's predictions, and one which time alone could solve. The Illinois prairies have proved to be perfectly healthy, and the supply of coal and wood is ample. The pioneer has gone beyond Illinois to Kansas and Nebraska, and has discovered, practically, the limit of available land for agricultural purposes. Those elevated arid regions, dry in summer and cold in winter, are too near the great desert of almost perpetual drought. The government surveys and meteorological observations, render it certain that the limit of good lands between the thirty-seventh and forty-second parallels has been reached, and that the annual outpouring of the Eastern States will settle upon the lands of Illinois and Iowa. The most important crop, that of Indian Corn, is uncertain in the States North of these; and every season, farmers move down from Minnesota and Wisconsin, to the milder and more genial climate of Illinois. So long as Missouri and Kentucky continue Slave States, the lands in those States will not compete with the lands of Illinois, and this State will stand in relation to Missouri, as Ohio has for many years in relation to Kentucky, absorbing the emigration, and the value of land will increase in direct ratio with the gain in population. The census of 1860 shows 1,729,000 population in Illinois—nearly one-third of the entire gain in population of the six North-western States within the last ten years is within her borders. The value of land has quadrupled in these ten years—the tide of emigration to Illinois is constant, and with fifty per cent. more added to the population, it seems demonstrated that land will double in value. Hence, I infer, that the unsold half of our lands will, during the next ten years, command nearly double the amount realized for the first half, and to secure this, I would suggest the policy of gradually advancing the price, without however reserving a single acre from sale. After deducting upwards of one million of dollars of sales made in 1855, upon which parties have failed to respond to their engagements, our net sales are 1,260,273.46 acres, at an average of $12.67 per acre, = $15,995,380. Of this $15,995,380, upwards of twenty-five per cent., or $4,195,398, have been collected in cash. The average of $12.67, includes the earlier sales at six to nine dollars per acre. Every acre sold for settlement, adds to the value of the remaineer; and I estimate the ultimate proceeds of our lands as follows:

Acres.				
1,260,273	at	$12.67		$15,995,380
		Town lots.		152,603
200,000	to be sold at	$13..	$2,600,000	
200,000	" "	15..	3,000,000	
200,000	" "	16..	3,200,000	
200,000	" "	18..	3,600,000	
200,000	" "	20..	4,000,000	
100,000	" "	45..	2,500,000	
100,000	" "	30..	3,000,000	
100,000	" "	40..	4,000,000	
34,727	" "	50..	1,736,350	27,636,350
2,595,000				$43,784,333

The land notes in possession of the company, on the 31st December, were $12,598,083.

STATEMENT *of the Sales of Lands for year ending December 31st, 1860.*

CONSTRUCTION LANDS.

53,841.70 acres sold at an average of $12.24 × per acre, amount to.	$659,478 13
Advance interest	38,487 08
Interest notes	166,604 12
Total	$864,569 33
Net cash received	$16,863 59
Advance interest received	38,487 08
Notes received	809,218 66
Total	$864,569 33

FREE LANDS.

9,089.44 acres sold at an average of $12.84 × per acre, amount to.	$116,735 40
Advance interest	6,682 57
Interest notes	28,201 80
Total	$151,619 77
Net cash received	$985 55
Advance interest received	6,682 57
Notes received	143,951 65
Total	$151,619 77

INTEREST FUND LANDS.

8,356.08 acres sold at an average of $12.26 × per acre, amount to.	$102,464 04
Advance interest	3,596 80
Interest added in notes	7,605 41
Total	$113,667 25
Net cash received	$25,737 71
Advance interest received	3,596 80
Notes received	84,331 74
Total	$113,666 25

TOWN LOTS.

Amount of sales applicable to int. fund.	$7,337 00
Advance interest	245 85
Interest added in notes	109 20
Total	$7,692 05
Net cash received	$3,227 05
Advance interest received	245 85
Notes received	4,219 15
Total	$7,692 05

RECAPITULATION.

Kind of land.	Acres sold in 1860	Amount of principal.	Am't recei'd on princi'l.	Amount of int. rece'd.	Amount of int. in notes.	Am't of notes received.	Total sales.
Construction	53,841.70	$659,478.13	$16,863.59	$38,487.08	$166,604.12	$809,218.66	$864,569.33
Free	9,089.44	116,735.40	985.55	6,682.57	28,201.80	143,951.65	151,619.77
Interest	8,356.08	102,464.04	25,737.71	3,596.80	7,605.41	84,331.74	113,666.25
Total	71,287.22	$878,677.57	$43,586.85	$48,766.45	$202,411.33	$1,037,502.05	$1,129,855.35
Town lots sold.		7,337.00	3,227.05	245.85	109.20	4,219.15	7,692.05
Tot. of all in '60	71,287.22	$886,014.57	$46,813.90	$49,012.30	$202,520.53	$1,041,721.20	$1,137,547.40

STATEMENT *showing the Amount of Sales cancelled during the Year* 1860, *which have not been deducted from the current Sales of the year.*

Kind of land.	Acres.	Amount of principal.	Amount of net cash.	Amount of adv'e int.	Amount of added int.	Amount of notes.	Amount of total sales.
Construction	40,543.15	$540,897.64	None.	$28,697.80	$28,505.43	$569,403.07	$598,100.87
Free	6,931.16	105,114.70	None.	5,846.07	5,846.07	110,960.77	116,806.84
Interest	800.00	9,840.00	$1,040.00	414.00	598.80	9,038.80	10,492.80
Total	48,274.31	$655,492.34	$1,040.00	$34,957.87	$34,950.30	$689,402.64	$725,400.51

GENERAL RECAPITULATION.

Which shows the aggregate of all Sales to date, after deducting all the cancellations:

Kind of land.	Total acres sold.	Total am't. of principal.	Total am't. of net cash.	Total am't. int. rece'd.	Total am't. int. in not.	Total am't. of notes.	Total am't. of all sales.
		$	$	$	$	$	$
Construction	894,677.80	10,647,303.67	61,404.66	551,231.79	720,429.86	11,306,328.87	11,918,965.32
Free	106,381.19	2,571,576.52	28,519.28	121,200.10	196,829.56	2,739,886.80	2,889,606.18
Interest	196,214.47	1,122,093.67	564,055.05	26,017.94	38,697.53	596,736.15	1,186,809.14
Total	1,260,273.46	14,340,973.86	653,978.99	698,449.83	955,956.95	14,642,951.82	15,995,380.63
T'n lots s'ld.		145,424.67	60,908.53	4,728.58	2,450.02	86,966.16	152,603.27
Total	1,260,273.46	14,486,398.53	714,887.52	703,178.41	958,406.97	14,729,917.98	16,147,983.91

STATEMENT *showing the condition of the Company's Lands granted by the Act of Congress of 20th September, 1850, up to and including the 31st December:*

	Acres.
The whole grant was for	2,595,000
Of which there have been appropriated to secure the payment of—	
The $17,000,000 construction bonds	2,000,000
The int. on said bonds	250,000
The $3,000,000 free land b'ds	345,000
Total as above	2,595,000

	Acres.
Of the construction lands, to wit	2,000,000.00
There were sold as per report of Jan. 2d, 1860	881,379.25
Deduct for cancelled sales in 1860	40.543.15
Which leaves the previous net sales only	840,836.10
Sold since that date to December, 31st, 1860	53,841.70
Total	894,677.80
Leaving on hand January 1st, 1861	1,105,322.20

	Acres.
Of the free lands, to wit	345,000.00
There were sold as per report of January 2d, 1860	194,222.91
Ded't for cance'd sales in 1860	6,931.16
Which leaves the previous net sales only	187,291.75
Sold since that date to December 31st, 1860	9,089.44
Total	196,381.19
Leaving on hand January 1st, 1861	148,618.81

	Acres.
Of the interest fund lands, to wit	250,000.00
There were sold as per report of January 2d, 1860	161,658.39
Ded't for cance'd sales in 1860.	800.00
Which leaves the previous net sales only	160,858.39
Sold since that date to December 31st, 1860	8,356.08
Total	169,214.47
Leaving on hand January 1st, 1861	80,785.53

The total number of acres remaining unsold Jan. 1, 1861, was 1,334,726.54.

Sales of Purchased Lands and Town Lots during the year 1860.

PURCHASED LANDS.

214.90 acres sold at an average of $11.29 × per acre, amount to	$2,420 48
Advance interest	65 85
Interest added in notes	65 85
Total	$2,552 18
Net cash received	$1,322 98
Interest received	65 85
Notes received	1,163 35
Total	$2,552 18

PURCHASED TOWNS.

Amount of sales of lots	$4,562 50
Advance interest	125 45
Interest added in notes	136 00
Total	$4,823 95
Net cash received	$1,511 66
Interest received	125 45
Notes received	3,186 84
Total	$4,823 95

RECAPITULATION.

	Acres sold.	Am't of principal.	Amount of net cash.	Am't of adv. int.	Am't of ad'd int.	Am't of notes rec.	Total.
Purch. lands sold as above	214.90	$2,420.48	$1,322.98	$65.85	$65.85	$1,163.36	$2,552.18
" town lots sold as above	.....	4,562.50	1,511.66	125,45	136.00	3,186.84	4,823.95
Total for 1860	214.90	$6,982.98	$2,834.64	$191.30	$201.85	$4,350.19	$7,376.13
Add aggregate of report of January 2d, 1860	168.00	50,369.50	17,305.37	1,844.13	1,209.65	34,273.78	53,423.28
Total of all to date	382.90	$57,352.48	$20,140.01	$2,035.43	$1,411.50	$38,623.97	$60,799.41

STATEMENT *showing the Government sub-divisions in which the Company's Lands were sold each year, from* 1854 *and prior to December* 31*st*, 1860.

Date.	40 acres.	80	120	160	200	240	280	320	360	400	440	480	520	560	600	640 & upw.
Prior and in 1854	1,253	673	97	155	6	2	1	8	1	1	2	2	..	..	..	10	..
" in 1855	646	642	97	356	29	48	16	141	6	7	6	11	3	10	7	66	28
" in 1856	814	804	108	376	32	36	5	128	11	10	4	9	3	4	3	69	13
" in 1857	1,538	1,018	144	422	33	55	15	97	9	12	2	13	9	10	5	29	8
" in 1858	519	216	15	45	3	5	1	6	..	3	1	2	..	..	..	5	1
" in 1859	286	83	4	15	..	..	1	7	1	1	..	..	1	..	..	2	2
" in 1860	611	318	27	66	8	5	1	9	2	1	..	..	..	..	..	2	..
Total	5,667	3,754	492	1,435	111	151	40	369	30	35	15	37	16	24	15	183	52
Ded't canc'd sales	57	88	19	68	5	9	2	33	5	4	1	6	2	1	1	22	8
Net total	5,610	3,666	473	1,367	106	142	38	363	25	31	14	31	14	23	14	161	44

LENGTH OF ROAD.

Main Line:—S. Div., Cairo to Wapella	230.5 miles.
" N. Div., Wapella to Dunl'th	223.5 "
Branch Line: Centralia to Chicago	250.2 "
Total length of main line and branch	704.2 "
Second track 14 miles; aidings, turnouts, etc	95.7 miles "
Leased Line—Gilman to El Paso	53.0 "
Total length of road operated by Co	757.2 "

The equipment of the road consists of 129 locomotives; 61 1st class passenger; 7 sleeping; 2 officers; 1 pay; 22 baggage, mail and express; 1,386 freight—house; 300 gondola; 539 platform; 40 coal; 2 powder; 43 dump; 1 derrick; 2 wreck; and 4 tank cars, and 4 large and 10 small snow-plows.

The principal officers of the company are:

President—WM. H. OSBORN.
Resident Director—N. P. BANKS.
Attorney—JOHN M. DOUGLASS.
Treasurer—A. E. BURNSIDE.
Secretary—W. M. PHILLIPS.
General Superintendent—W. R. ARTHUR.
Division Superintendents—JOHN C. JACOBS, J. D. HERKIMER.
Sup't of Machinery—S. J. HAYES.
Chief Engineer—L. H. CLARKE.
Local Treasurer—W. K. ACKERMAN.
Auditor—WM. VERNON.
Gen'l Freight Agent—ROBERT FORSYTH.
Gen'l Ticket Agent—W. P. JOHNSON.

LAND DEPARTMENT.

Commissioner—J. W. FOSTER.
Cashier—J. M. REDMOND.
Secretary—P. DAGGY.

United States Census.

(*Compiled from the official Returns.*)

(Continued from p. 550.)

NEW YORK.

Counties.	1850.	1860.
Albany	93,279	113,919
Alleghany	37,808	41,882
Broome	30,660	35,910
Cattaraugus	38,950	43,897
Cayuga	55,458	55,769
Chautauque	50,493	58,354
Chemung	28,821	26,917
Chenango	40,311	40,936
Clinton	40,047	45,736
Columbia	43,073	47,250
Cortland	25,140	26,296
Delaware	39,834	42,467
Dutchess	58,992	64,939
Erie	100,993	141,973
Essex	31,148	28,214
Franklin	25,102	30,836
Fulton	20,171	24,162
Genesee	28,488	32,189
Greene	33,126	31,930
Hamilton	2,188	3,024
Herkimer	38,244	40,560
Jefferson	68,153	69,828
Kings	138,882	279,125
Lewis	24,564	28,581
Livingston	40,875	39,546
Madison	43,072	43,586
Monroe	87,650	100,659
Montgomery	31,992	30,867
New York	517,547	813,668
Niagara	42,276	50,399
Oneida	99,566	105,201
Onondaga	85,890	90,687
Ontario	43,929	44,566
Orange	57,145	63,814
Orleans	28,501	28,717
Oswego	62,198	75,960
Otsego	48,638	50,166
Putnam	14,138	14,002
Queens	36,833	57,391
Rensselaer	73,363	86,325
Richmond	15,061	25,493
Rockland	16,962	22,492
St. Lawrence	68,617	90,428
Saratoga	45,646	51,732
Schenectady	20,054	20,002
Schoharie	33,548	34,469
Schuyler	new	18,840
Seneca	25,441	28,139
Steuben	63,771	66,689
Suffolk	36,922	43,276
Sullivan	25,088	32,385
Tioga	24,880	28,739
Tompkins	38,746	31,411
Ulster	59,384	76,379
Warren	17,199	21,434
Washington	44,750	45,909
Wayne	44,953	47,762
Westchester	58,263	99,457
Wyoming	31,981	31,967
Yates	20,590	20,291
Total	3,097,394	3,887,542

OHIO.

Adams	18,883	20,309
Alcoria	12,109	19,185
Ashland	23,813	22,951
Ashtabula	28,767	31,814
Athens	18,215	21,364
Anglaize	11,338	17,188
Belmont	34,600	36,438
Brown	27,332	29,956
Butler	30,782	35,840
Carroll	17,685	15,788

Champaign	19,782	22,698
Clark	22,178	25,301
Clermont	30,465	33,037
Clinton	18,838	21,462
Columbiana	33,621	32,836
Coshocton	25,674	25,031
Crawford	18,177	23,880
Cuyahoga	48,099	78,035
Darke	20,276	26,209
Defiance	6,966	11,886
Delaware	21,817	23,917
Erie	18,568	24,473
Fairfield	30,264	30,538
Fayette	12,276	15,936
Franklin	42,909	50,373
Fulton	7,781	14,044
Gallia	17,063	22,045
Geauga	17,827	15,817
Greene	21,946	26,197
Guernsey	30,438	24,474
Hamilton	156,844	216,411
Hancock	16,751	22,886
Hardin	8,251	13,569
Harrison	20,157	19,109
Henry	3,434	8,901
Highland	25,781	27,774
Hocking	14,119	17,059
Holmes	20,452	20,589
Huron	26,203	29,899
Jackson	12,719	17,941
Jefferson	29,133	26,117
Knox	28,872	27,735
Lake	14,654	15,576
Lawrence	15,246	23,254
Licking	38,846	37,011
Logan	19,162	20,997
Lorain	26,086	29,745
Lucas	12,363	25,831
Madison	10,015	13,015
Mahoning	23,735	25,895
Marion	12,618	15,490
Medina	24,441	22,517
Meigs	17,971	26,534
Mercer	7,712	14,105
Miami	24,999	29,959
Monroe	28,351	25,743
Montgomery	38,218	52,233
Morgan	28,585	22,117
Morrow	20,280	20,445
Muskingum	45,049	44,417
Noble	new	20,751
Ottawa	3,308	7,017
Paulding	1,766	4,945
Perry	20,755	19,679
Pickaway	21,006	23,469
Pike	10,953	13,643
Portage	24,419	24,206
Preble	21,736	21,820
Putnam	7,221	12,808
Richland	30,879	31,156
Ross	32,074	35,071
Sandusky	13,305	21,147
Scioto	18,428	24,297
Seneca	27,104	30,869
Shelby	13,958	17,493
Stark	39,878	42,976
Summit	27,485	27,340
Trumbull	30,490	30,656
Tuscarawas	31,761	32,463
Union	12,204	16,507
Van Wert	4,793	10,238
Vinton	9,353	13,631
Warren	25,560	26,908
Washington	29,540	36,271
Wayne	32,981	32,483
Williams	8,018	16,632
Wood	9,157	17,886
Wyandotte	11,194	15,596
Total	1,980,329	2,339,599
OREGON.		
Benton	841	3,074
Clackamas	1,859	3,466
Clatsop	462	498
Columbia	new	532
Coos	new	384
Curry	new	393
Douglass	new	3,264
Jackson	new	3,736
Josephine	new	4,780
Lane	new	4,780
Linn	994	6,772
Marion	2,749	7,088
Multnomah	new	4,150
Polk	1,051	3,625
Tillamook	new	95
Umpqua	new	1,250
Wasco	new	1,689
Washington	2,652	2,801
Yam Hill	1,512	3,245
Total	12,093	46,464

(To be continued.)

Legal Rates of Interest.

The following are the legal rates of interest in the several States of the Union:

Maine, 6 per cent.

New Hampshire, 6 per cent.

Vermont, 6 per cent., except upon railroad notes or bonds, which may bear 7 per cent.

Massachusetts, 6 per cent.

Rhode Island, 6 per cent.

Connecticut, 6 per cent. By the law of May, 1854, banks are prohibited under a penalty of $500 from taking directly or indirectly, over 6 per cent.

New York, 7 per cent.

New Jersey, 6 per cent.

Pennsylvania, 6 per cent.

Delaware, 6 per cent.

Maryland, 6 per cent.

Virginia, 6 per cent.

North Carolina, 6 per cent.

South Carolina, 7 per cent.

Georgia, 7 per cent.

Alabama, 8 per cent.

Arkansas, 6 per cent. Special contracts in writing, in this State, will admit of interest not exceeding 10 per cent.

Florida, 6 per cent. On special contracts, 8 per cent. is allowed.

Illinois, 6 per cent., previous to 1857, and 10 since that time.

Indiana, 6 per cent.

Iowa, 6 per cent. On special contracts and judgments 10 may be charged.

Kentucky, 6 per cent.

Louisiana, 5 to 8 per cent.

Michigan, 5 per cent. It is lawful to stipulate for any sum not exceeding 10 per cent.

Mississippi, 6 per cent. Since March, 1856, 10 per cent. is allowed on special contracts.

Missouri, 6 per cent. Parties can agree for any sum not exceeding 10.

Ohio, 6 per cent., and all interest charged over this rate is illegal.

Tennessee, 6 per cent.

Texas, 8 per cent. Special agreement in writing not exceeding 12.

Wisconsin, 10 per cent.

California, 10 per cent. On special contracts any rate interest may be agreed upon or paid.

LEGAL TENDER.

The law regulating the payment of debts with coin provides that the following coins be legal tender:

1. All gold coins at their respective values, for debts of any amount.

2. The half dollar, quarter dollar, half dime and dime, at their respective values, for debts of any amount under five dollars.

3. Three cent pieces for debts of any amount under thirty cents and

4. One cent pieces for any amount under ten cents.

By the law of Congress, passed some four or five years ago, gold was made the legal tender for large amounts.

We understand that the affairs of the Staten Island Railroad have gone into the hands of a receiver, W. H. Vanderbilt, Esq., being appointed to that position.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 30, 1861.

THE MORTGAGE BONDS ISSUED BY THE Rochester, Lockport and Niagara Falls Railroad Company, dated August 1, 1851, and due August 1, 1861, assumed by this Company under the Consolidation Agreement, will be paid at maturity upon the presentation and surrender of the Bonds at the Bank of Commerce in New York.

JOHN V. L. PRUYN,
31 Treasurer *pro tem.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 24, 1861.

THE Transfer Books of this Company will be closed at the close of business on Wednesday, the 31st day of July instant, and will be re-opened on the morning of Friday, the twenty-third day of August next.

JOHN V. L. PRUYN,
4t30 Treasurer *pro tem.*

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
RUSSING, CROCKER & DODGE,
32 Cliff St.

RAILROAD IRON.

THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.

THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.

B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

FINANCIAL.

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.

REFERENCES. DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. HON. ERASTUS CORNING, Albany, N. Y. HON. O. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

DUNCAN, SHERMAN & CO.,
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Corner PINE and NASSAU Sts.,
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ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
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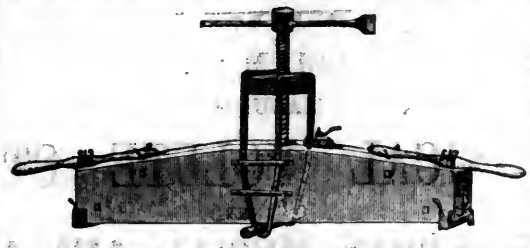
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AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale.
Sale every day at 1 o'clock. See Catalogue.

SPECIAL NOTICE. Transfer of LETTERS PATENT.



WHEREAS Letters Patent, bearing date Nov. 1st, 1853, were granted by the Government of the United States to George Williston, of Brunswick, County of Cumberland, and State of Maine, for a Machine to straighten and curve Railroad Iron, giving and granting to said George Williston, his heirs, executors and assigns, for the term of fourteen years from the date of said Letters Patent, the full and exclusive right and liberty of making, using and vending to others to be used, the said Machine, and whereas said George Williston sold and transferred one undivided half of his entire interest in said Letters Patent, to Wm. H. Lunt, of Bowdoinham, County of Lincoln and State of Maine, as will appear by reference to deed, date Nov. 2, 1853, recorded in the Patent Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—THEREFORE, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.

NEW YORK, July 10, 1861.

A. BRIDGES & CO.,
64 COURTLANDT ST.

NIAGARA STEAM FORGE,

COR. PERRY ST. AND OHIO BASIN SLIP.
T. D. PATCHIN, Lessee, CHAS. D. DELANEY, Sup't. } Buffalo, N. Y.
MANUFACTURE to order all kinds of Light and Heavy Forgings and Hammered Shapes, such as
Car Axles, Crank Axles,
TRUCK AND DRIVING AXLES,
Steamboat and Propeller Shafts and Cranks.
MILL SHAFTS, LOCOMOTIVE FRAMES, CONNECTING RODS, PISTON RODS, CRANK PINS,
Wrought Shafting of any Length and Size, etc., etc.
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Orders or inquiry by mail, will receive prompt attention.
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IMPROVED ENGINE and SIGNAL OIL,
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RAILROADS, STEAMERS, PROPELLERS,
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PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning**, and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable**, that will keep bearings **cool**, and
WILL NOT GUM.
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The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor
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SPERM, WHALE, LARD AND OTHER OILS,
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MANUFACTURERS OF
WHITE METALLIC OIL,
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SUCCESSORS TO
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IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,
1¼ to 8 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ⅛ to 8 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.
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Used by Engineers, Manufacturers, Steam and Gas Fitters, Plumbers, etc.
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Heater Coils,	Steam Gauges,	Steam Cocks,	Gas Meters
Steam Traps,	Steam Whistles,	Gauge Cocks,	Oil Cups.

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PASSENGER TRAINS leave, via Pavonia Ferry and Long Dock, from foot of Chambers street, as follows, viz:

7.00 A. M., EXPRESS, for Dunkirk and Buffalo, and principal intermediate stations.

8.00 A. M., MAIL, for Dunkirk, and intermediate stations. This Train remains over night at Elmira, and proceeds the next morning.

9.00 A. M., MILK, *daily*, for Otisville, and intermediate stations.

11.00 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal stations.

4.00 P. M., WAY, for Middletown, Newburg, and intermediate stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal stations. The Train of Saturday stops at all Mail Train stations, and runs only to Elmira.

6.00 P. M., ACCOMMODATION, for Hornellsville, and principal stations.

NATHANIEL MARSH, *Receiver.*
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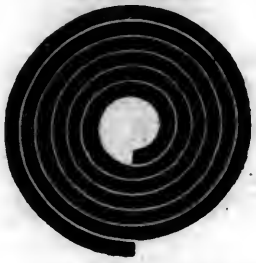
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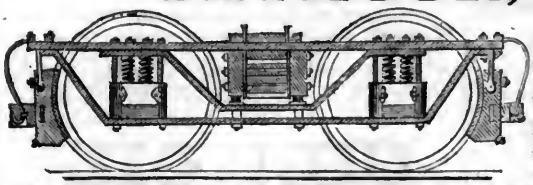
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MANUFACTURERS OF
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Will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to **try** their **Durability** and **Elasticity,** by writing us the Length, Width, Curve over all, and the weight which they are to bear.

THE HUMPHREYSVILLE MANUFACTURING COMPANY,
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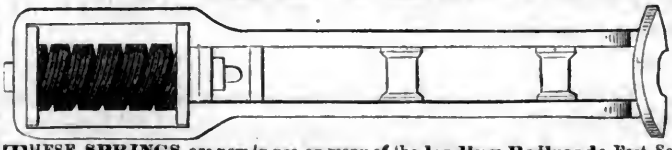
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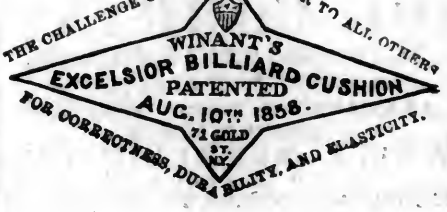
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COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
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W. H. BELL, Major of Ordnance.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, August 10, 1861.

Gunpowder and Gunpowder Mills.

There are few agents more essential to the progress of our country in material prosperity than the article of gunpowder. Not only is its manufacture a source of wealth, but its employment in developing the internal improvements, and in cutting through the rocks that impede the course of railways throughout our extended territories has done much towards making the resources of our vast continent available. In the early records of the use of Gunpowder we find it employed as an instrument of warfare, and at the present time it is most intimately associated with the battlefield. But not one-third of the powder now manufactured is used for such deadly purposes; and the immediate demand for gunpowder by the Government of the United States, great as it is likely to be, probably will not equal one-quarter of the amount consumed by the people in a time of peace.

The first invention of gunpowder, like the discovery of many other agents that have exerted great influence in shaping the destinies of mankind, is shrouded in the obscurity of the past. The discovery is popularly attributed to the ingenuity of one Schwartz, a German monk and a chemist of the 14th century. Roger Bacon referred to it in his writings in 1270, and gave the following receipt for making it: "But, yet, take of saltpeter with pounded charcoal and sulphur, and thus you will make thunder and lightening if you know how to prepare them." Gunpowder is supposed to have been known by the Chinese at a very early period and to have been used by them in making fireworks. Saltpeter is the spontaneous excrescence of the soil of India, and the people of that country were probably, very early familiar with the article. It was used by the Oxydracae, a people living between the rivers Hyphasis and Ganges, to repel an attack upon them made by Alexander the Great. Philostratus says of this people, "For they came not out to fight those who attack them; but those holy men beloved of the gods, overthrow their enemies with tempests and thunderbolts shot from their walls."

The earliest known receipts combine the same ingredients in similar proportions to those now adopted as best. These proportions are 75 parts of saltpeter, 12½ parts of sulphur and 12½ parts of charcoal. The proportions of different governments vary somewhat, as do also the proportions in blasting powder, but these are the standard proportions of the United States Government. By far the greater portion of gunpowder made in this country is for blasting, and hunting purposes; the former being mostly employed at the North and West, while the latter is mostly consumed at the West and South.

A gunpowder mill is a term which signifies not simply one, but a number of buildings. These are erected some distance apart so that in case one building is destroyed by an explosion, the neighboring one will be comparatively safe. They are generally located at a distance from any village or inhabited place; and beside a stream which will afford the necessary water-power to carry the machinery. The material is transported from one house to another, as the several stages of the manufacture are completed. We recently had the pleasure of visiting the Gunpowder Works of Messrs. Laflin, Smith and Boies, in Ulster county, N. Y., a few miles below the village of Saugerties. This firm do a very large business at the West and South; and through the politeness of one of their number, Mr. Dwight Laflin, the whole process was theoretically explained, and practically illustrated to our understanding.

The Mill is located in a valley in the bed of which winds a stream capable of affording any amount of water power. On either side rise the hills, covered to their tops with woods. The buildings are on the edge of the stream, and are connected together by a plank walk, in order to prevent stepping on the ground and getting any gritty substance into the soles of the workman's shoes, which might easily explode the mill, and destroy the life of the wearer.

The first building we entered is devoted to the charring of coal. Charcoal is the material most easily obtained; but to make good gunpowder it is necessary that proper wood should be used, and that it be charred at a temperature of about 500° If charred at this temperature it will afterwards enter into combustion at a heat of 680; but if charred at a higher temperature it requires a still greater heat to burn it. Willow and Alder are the woods mostly used for making the coal; they being of a porous nature, are easily burned, while woods giving a hard flinty coal are objectionable on account of the slowness of combustion. The building was perhaps 50 × 30, and contained 6 cylinders set in brick work, in which workmen were engaged in throwing in alder wood. The cylinders after being filled are closed, and a fire built under them, soon changes the character of the wood, and upon opening the cylinders, the small sticks are found perfectly charred, of a dark brown color, and leaving no mark whatever upon the hand, like ordinary charcoal. Leaving the coal house we entered the building devoted to the clarification of saltpeter. This article is mostly imported from Calcutta, in a crude state, and is purified by being dissolved in large kettles, boiled down, the impurities skimmed off; and then crystalized. The sulphur is imported already purified. The next building is the mixing room, where the ingredients are mixed in their proper portions: the charcoal and saltpeter being placed in cylinders together with small copper balls, the cylinder revolves and the ingredients are thus thoroughly mixed, while the fine dust being confined in the cylinders, is prevented from escaping. Having been thoroughly mixed in the proper proportions, the material is then taken to the wheel house, and placed in what appeared to us a huge tub, perhaps twelve feet in diameter, and three feet in height. In this tub, the bottom of which is solid iron six inches thick, the sides being constructed of wooden staves, two large iron wheel weighing seven and one-half

tons each, were revolving upon a shaft set in an upright spindle; one being set nearer the spindle than the other, and so adjusted as to cover the entire bottom of the tub in their revolutions. The material is placed in this tub and pressed by these wheels for the space of three or four hours, it being constantly kept damp to avoid an explosion.

After being subjected to this process, the powder is taken to the press house and subjected to the operation of a powerful hydraulic press. The powder is placed between sheets of copper and duck cloth, and after receiving a pressure equal to 120 tons to the square foot, it comes out in hard and brittle cakes of a grayish black hue, from ¼ to ½ an inch in thickness, and from 2 to 3 feet square. This is called mill cake, and is now ready to be reduced to the size required to make the powder. This is done by passing it through rollers, one of which is so adjusted as to yield when any hard substance gets between them, otherwise friction might be produced and the mill be blown up. The powder is then bolted and the dust caused by the attrition of the particles is separated; it is then passed through sieves of different sizes, and the coarse and fine powder separated. The powder is then dried; and for this purpose is placed, some in a room heated by an iron dome rising in the centre of the floor under which is a stove or fire kindled from the outside or beneath the building; and some in an iron pan heated by steam. The last operation is glazing, which is done by placing it in long wooden cylinders and revolving them. This operation changes the powder from a dull greyish color to a shiney black, and renders it more saleable in market. The gunpowder is now completed and ready for packing in kegs or canisters.

There are perhaps from 50 to one hundred gunpowder mills throughout the United States, most of which are small mills located in the mining regions of Pennsylvania, where they manufacture blasting powder to be used in the vicinity. Of large manufacturers, besides the one whose mills we have imperfectly described, there are perhaps four or five; and among these the most extensive are Messrs. Du Pont, whose mills are in the State of Delaware, and the Hazzard Company whose mills are at Enfield, Connecticut.

The explosion of gunpowder is a deflagration, in which the combination of the ingredients is completed at once; the whole, so far as it is capable passing from a solid into a gaseous condition, by the elements of the ingredients entering into new combinations among themselves. The exciting cause may be heat sufficient to effect the decomposition of the smallest particle; more heat is thereby generated and the process goes on. It is most complete when the substances are as wholly converted into gas as possible, and also into those gaseous combinations which set free the largest amount of caloric. But for many purposes a powder which explodes very suddenly is not desirable. For blasting gunpowder it is better to allow time for the shock to distribute itself through the rock, and it is therefore sometimes made of different proportion, and is also made coarser in grain, which also tends to retard its explosion. For this object the gunpowder now used in firing rifled cannon and other large guns is made very coarse; it having been proved within the last six months to be much more effectual.

There is no data by which we can now readily ascertain the relative amount of gunpowder made in this country, and that made in England. During the Crimean war the British Government made large purchases of gunpowder in this country; and notwithstanding the English people export more gunpowder than we do, it is doubtful whether, when we take into consideration our large internal trade, that they manufacture more extensively than ourselves.

Richmond and Danville Railroad.

This company was chartered on the 9th March, 1847, and organized on the 20th November following. The company was authorized to construct a railroad from the city of Richmond in a southwest direction to the town of Danville on the Dan river, and to raise by shares a capital of $1,500,000, the State taking three-fifths of the amount and appointing three of the directors. By subsequent legislation, the right to increase the capital to $2,000,000 was granted, and counties, cities and other corporate bodies empowered to subscribe thereto. The State also agreed to guaranty the payment of an issue of the company's bonds to the amount of $200,000, and to loan to the company $600,000 redeemable by a sinking fund in thirty-four years.

The work of construction was commenced on the section between Manchester and Coalfield in the summer of 1848, and the whole line was placed under contract before the end of 1849. The bridge over James river was also contracted for in the latter year, and in the same year contracts were made for iron to lay the first 100 miles of the road. It was the original design of the company to lay the road as far as the coal mines, with rail weighing 75 tons to the mile, and beyond that point with flat-bar weighing 42 tons. By a resolution adopted in May, 1850, however, the latter description of rail was abandoned for the heavier rail throughout. Up to the present time all but 8¾ miles have been thus laid with heavy rail.

The road from Manchester to the coal mines, was completed and opened for business on the 25th December 1850. On the 19th May following, it was completed to the Appomattox river, 27 miles from Richmond, on the 13th October to Amelia Court House, 36½ miles; and on the 24th November to Jetersville, 43½ miles. In 1852, the road was extended—on the 19th February, to Jenning's Ordinary, 50 miles, on the 15th May to a junction with the South Side Railroad, 54 miles, on the 16th August to the Meherrin, 65 miles, and on the 8th November to Keysville, 73 miles. On the 20th July, 1853, it was opened to Drake's Branch, 82 miles, and on the 4th October to Overby's Station, 85 miles; and on the 1st March, 1854, it was completed to the Staunton river, 90 miles.

The company had now used all its available means and became embarrassed with debts and liabilities which threatened a suspension of further progress. To relieve itself of its disabilities, a second mortgage of the road was executed for $250,000, and a further mortgage in the following year for $150,000. The latter was used for the payment of iron and cross-ties for the 50 miles yet to be completed. With these additional means, together with the earnings of the road already in operation, the line was extended first to Boston (20th December, 1854,) 109½ miles, then to New Ferry (23rd February, 1855,) 120 miles, and then to Barksdales (4th Sept., 1855,) 127 miles, and early in the next year to Danville, having been completed to Ringgold, 135 miles, on the 26th February, and to Dan river, 140 miles, on the 24th March of that year. On the 5th May following the bridge over the Dan was completed and cars for the first time ran into the town of Danville.

The cost of the road to this point has been less than $3,500,000 of which $1,975,000 was share capital, $1,200,000 loans and bonds, and the remainder chiefly net earnings. The State loan is virtually an annuity terminable in 34 years from 1853—the payment to the State of $42,000 a year in semi-annual payments being sufficient for the interest and the liquidation of the capital at the date named.

The extension of this road into North Carolina has for several years been sought by the Company; but the Legislature of that State has repeatedly refused to sanction any direct connection between the railroads of the two States. The extension of the Roanoke Valley Railroad from Clarkesville to Keysville (now under construction) will, however, furnish an indirect connection. A company has also been incorporated under the name of the Dan River Coal Field Railroad Company to construct a road from Germantown, N. C., down the valley of the Dan to the Virginia line near Danville, from which point it is contemplated to extend it to that town. A third connection is also in contemplation, stretching primarily to the base of the Blue Ridge, and thence through the copper regions forming a connection with the Virginia and Tennessee Railroad at the most eligible point. The survey for the latter line has been made and completed under the auspices of the Richmond and Danville Company.

Share Capital—Authorized $2,000,000 in 20,000 $100 shares.

Paid in $1,981,198 on 20,000 $100 shares, viz:

	Subscribed.	Paid in.
State of Virginia $1,200,000		$1,188,599
City of Richmond	250,000	250,000
Town of Danville.....	10,000	10,000
County of Pittsylvania.	30,000	30,000
" Henry	20,000	20,000
Individuals	490,000	482,599

Funded Debt—$898,892, classified as follows:

State of Virginia 6 *per cent. loan*, $561,092—issued in 1853 and payable, principal in 34 years and interest semi-annually, 1st January and 1st July, in the city of Richmond. The original loan was $600,000 which has been reduced to the present amount by the action of a redemption fund of one per cent. per annum paid in semi-annual instalments. By the uninterrupted operation of this fund the whole loan will be paid off at maturity.

Mortgage 6 *per cent. bonds*, $200,000—issued in January, 1851, and payable, principal in 1875, and interest semi-annually, 1st January and 1st July in the cities of Richmond and New York. These bonds are guarantied by the State, to which the road and property of the company are mortgaged as security therefor. This mortgage ranks next to that securing the State loan.

Mortgage 6 *per cent. company bonds*, $1,000—

issued 1st August, 1854, and payable principal 1st August, 1859, and coupons 1st February and 1st August in the city of Richmond. This amount is the remainder of an issue of $260,000 and is now payable on demand.

Mortgage 6 per cent. bonds (registered), $138,800—issued 1st November, 1855, and payable, principal 1st November, 1860, and interest semi-anoually, 1st May and 1st November, in the city of Richmond. This mortgage covered a total of $150,000, of which $10,900 has been redeemed, and $2,300 have been extended.

FLOATING DEBT—$78,608, viz: bills papable, $58,576, and open accounts, $20,132.

COST OF ROAD AND EQUIPMENT—$3,726,037: in detail as follows—

Graduation and masonry	$1,100,216
Wooden bridges and trestling	343,404
Iron bridges	17,716
Superstructure of road, including iron.	698,988
Wood and water stations, buildings and fixtures	731,700
Machine shops, machinery and fixtures	447,840
All other buildings	20,497
Land, land damages and fences	63,570
Engineering, agencies and salaries	164,487
Other expenditures	150,680

OPERATIONS IN TRANSPORTATION, 1859-'60.

1. *Miles run by trains.*

Passenger	94,724	Material	7,405
Freight	119,261	Wood	7,134
Coal and stone	10,065	Gravel	9,151
Belle Isle	1,250	Special	734
Shifting	8,045		
Total mileage			257,829

2. *Passenger Traffic.*

Local passengers—going west	28,633
" " " east	29,471
Total local passengers	58,104
Through passengers—going west	12,532
" " " east	10,694
Total through passengers	23,226
Total number of passengers	81,330
Total mileage of passengers	4,043,077

3. *Tonnage Traffic.*

Local tonnage—outward	48,483
" " inward	26,619
Local and through tonnage—intermediate.	7,497
Connection tonnage—outward	3,572
" " —inward	5,748
Belle Isle tonnage	9,889
Coal	82,346
Stone	7,389
Express	150
Total tonnage	186,698

The outward and inward tonnage was classified as follows—

Classification.	Outward. Tons.	Outward. Mileage.	Inward. Tons.	Inward. Mileage.
Products of the forests	497	49,934	1,104	75,498
Do. of the mines	1,868	248,293	115	1,526
Do. of animals	1,180	113,175	127	8,320
Vegetable food.	3,229	356,641	10,817	813,224
Other agric. products	1,277	153,409	10,417	879,804
Manufactures	6,753	847,482	3,934	518,281
Merchandise	6,550	592,105	63	6,697
Unenumerated articles	22,179	2,467,872	44	3,985
Total	43,483	4,828,811	24,619	2,801,931

4. *Passengers and Tonnage Traffic Yearly.*

	Number of Pass'gers.	Tons carried. Fr'ght.	Coal.	Stone.	Belle Isle.	Express.	Total.
1856	89,617	51,380	.....	...	.....	...	95,581
1857	60,723	58,226	24,274	4,183	5,306	...	95,078
1858	84,888	61,715	29,918	6,028	7,078	223	105,502
1859	102,264	62,481	30,335	4,700	10,011	401	108,518
1860	81,330	86,019	32,346	7,389	9,889	150	136,003

INCOME ACCOUNT

Receipts—

Passengers local	$108,065	
" through	44,525	
		$152,590
Freight—outward	$159,688	
" inward	178,647	
" intermediate	27,657	
" coal	18,063	
" stone	2,172	
" Belle Isle	8,300	
		384,473
Express		6,977
U. S. Mail		16,864
Total		$560,904

Expenditures—

Operating expenses	$270,110
Salaries of officers	8,466
Ordinary expenses	$278,576
New works	68,888
New rolling stock	19,994
Excess of inventory	19,784
Net earnings	174,160
	$560,904

PROFIT AND LOSS ACCOUNT FOR 1859-'60.

Resources:—

Balance per Report, 1859	$12,478
Transportation and connections	690,234
Petty charges	1,262
Open accounts collected	3,492
Interest	928
Sales of rails, etc.	9,689
Temporary loans	74,345
Bond No. 1 sold	2,254
Loans of 1859 and 1860 returned	30,820
Sundries	8,967
Total	$884,202

Disbursements:—

Transportation and connections	$79,982
Notes and drafts	224,100
Salaries	8,466
Wages	28,643
Loans on call	77,140
Paymaster	142,588
Interest	20,164
Re-laying track	10,582
Dividend No. 1	76,676
Open accounts settled	19,939
Temporary loans	19,800
7 per cent. on $600,000	42,000
Sundries	92,552
Total	$884,202

LENGTH OF ROAD.

Main Line:—Richmond to Danville	140.50	miles.
Second track, none; sidings and turn-outs	11.92	miles.
Branch Line: Manchester to Coal Yards	1.55	mile.
" " Coalfield to Midlothian Pits	1.14	"
	2.69	"
Second track, none. Sidings and turn-outs	0.08	"

ABSTRACT OF BALANCE SHEET, YEARLY, 1851-'60.

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	$	$	$	$	$	$	$	$	$	$
Share capital—State	717,897	822,607	1,020,744	1,127,800	1,181,200	1,185,000	1,185,000	1,188,598	1,188,598	1,188,598
" " municipal	204,440	210,000	340,000	310,000	310,000	310,000	310,000	310,000	310,000	310,000
" " individual	274,024	339,028	374,795	445,779	478,229	480,000	482,899	482,899	482,899	482,599
State loan	.....	.....	200,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
Guarantied bonds	140,400	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Mortgage bonds, 1854-'55	.....	.....	.....	12,500	249,500	250,000	250,000	250,000	250,000	250,000
" " 1855-'60	.....	.....	.....	.....	100,800	150,000	150,000	150,000	150,000	150,000
Transportation and connections.	17,936	101,279	266,244	475,859	803,304	1,191,885	1,661,971	2,194,110	2,858,428	3,530,697
Other receipts	1,358	1,170	1,320	3,510	33,087	33,126	35,281	37,218	35,172	33,430
Floating debt	88,593	246,795	92,646	112,942	124,481	78,263	29,908	25,154	40,058	73,608
Cost of road and property	1,404,588	1,800,966	2,197,813	2,858,711	3,259,597	3,449,467	3,487,685	3,588,653	3,656,668	3,726,037
Discount on mortgage bonds	.....	.....	.....	1,194	68,658	73,593	73,593	73,593	70,277	70,277
Discount on county bonds	.....	.....	.....	.....	.....	4,200	6,200	6,200	6,200	6,200
Redemption fund on $600,000	.....	.....	120	3,073	8,909	14,909	20,909	26,909	32,909	38,909
Bonds due 1859 redeemed	.....	.....	.....	.....	.....	.....	19,725	131,208	249,000	249,000
Extended bonds	.....	.....	.....	.....	.....	.....	.....	.....	.....	22,800
Bonds due 1860	.....	.....	.....	.....	.....	.....	9,600	10,600	10,600	10,900
Transportation and connections.	15,385	66,477	159,589	320,483	536,201	723,853	982,494	1,254,498	1,667,394	2,099,685
Interest paid	631	10,349	35,556	61,507	120,224	193,490	265,509	335,887	393,289	450,461
Other disbursements	.....	.....	.....	.....	.....	.....	994	994	1,879	10,867
Dividend 4 per cent., Dec., 1859	.....	.....	.....	.....	.....	.....	.....	.....	.....	72,208
Debts due the company	14,068	28,057	24,442	3,074	9,914	3,751	2,569	6,245	17,505	22,460
Cash on hand	9,530	3,320	9,220	6,357	49,103	3,481	25,201	2,703	12,478	57,677
County bonds on hand	.....	.....	30,000	34,000	33,000	11,000	.....	.....	.....	.....
Total	1,444,152	1,021,569	2,465,749	3,288,899	4,080,601	4,477,744	4,904,559	5,487,488	6,120,659	6,823,952
Loan and bonds less amount redeemed	140,000	200,000	399,871	809,427	1,141,491	1,185,091	1,149,766	1,031,283	907,491	898,892

EARNINGS FROM INDICATED SOURCES.

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	$	$	$	$	$	$	$	$	$	$
Passengers	7,064	28,617	50,544	64,811	90,419	216,102	182,558	152,631	181,799	152,590
Tonnage	3,017	34,177	85,610	127,574	199,546	267,233	293,367	298,882	327,291	365,987
Coal	8,324	14,751	15,620	17,816	14,962	16,782	11,010	12,398	12,615	13,063
Stone	1,204	2,480	7,080	7,239	1,594	1,537	1,245	1,806	1,466	2,172
Belle Isle	.....	800	2,988	1,565	.....	2,188	2,947	2,582	3,488	3,300
Express				2,680	3,697	4,888	5,675	6,474	8,024	6,977
Mail	845	1,049	3,125	3,809	6,090	11,718	15,121	16,899	19,523	16,864
Total	19,954	81,824	168,965	225,294	316,309	421,763	461,918	491,674	554,208	560,004

COST AND MILEAGE OF ROAD, EARNINGS, EXPENSES, ETC., YEARLY.

Year.	Cost of road, etc.	Miles open.	Gross Earnings. Pass'r.	Tonnage.	Mails, etc.	Total.	Current Expenses.	Earnings less Expenses.	Dividends. Am't.	p.c.
	$		$	$	$	$	$	$		
1851.	1,405,538	29.69	7,064	12,545	345	19,954	14,685	5,269	*nil.*	*nil.*
1852.	1,806,966	67.69	28,617	51,359	1,849	81,325	48,488	32,837	——	——
1853.	2,197,818	75.69	50,544	103,310	6,111	164,965	96,416	68,549	——	——
1854.	2,858,711	92.69	64,811	153,994	6,489	225,294	156,649	68,645	——	——
1855.	3,259,597	129.09	90,419	216,102	9,788	316,309	170,282	146,027	——	——
1856.	3,449,467	143.19	118,070	287,591	16,102	421,763	206,951	215,012	——	——
1857.	3,487,685	143.19	132,553	308,569	20,796	461,918	206,332	255,586	——	——
1858.	3,588,658	143.19	152,631	315,669	23,374	491,674	224,481	267,193	——	——
1859.	3,659,668	143.19	181,799	344,857	27,547	554,208	261,215	292,988	——	——
1860.	3,659,668	143.19	152,590	384,472	23,842	560,204	278,576	282,328	79,208	4

BALANCE SHEET, Sept. 30th, 1860.

	Dr.	
Cost of road and property		$3,726,087
Interest on bonds, etc.	$450,461	
Redemption fund on $600,000	38,909	
Discount on county bonds	6,200	
		495,570
Transportation payments and connections to date		2,099,685
Casualties		1,501
Bonds due Aug. 1, '59 reduced	$249,000	
" " Nov. 1, '60 "	13,200	
		262,200
Debts due the Company		22,460
Cash in tank		57,677
Dividend 4 per cent. December, 1859		79,208
Western Extension survey		1,676
Total		$6,753,655
	Cr.	
Share capital from State		$1,198,598
" " " counties, etc.		810,000
" " " individuals		482,599
Guarantied bonds, due 1875		200,000
State loan for 34 years		600,000
Mortgage bonds, 1854-'59	$250,000	
Less discount on same	41,045	
		208,955
Registered bonds, 1855-'60	$150,000	
Less discount on same	29,232	
		120,768
Rents, sales, etc.		27,293
Insurance on iron lost		8,887
Extended bonds		2,300
Transportation receipts and connections		3,580,697
Due on open accounts		20,032
Bills payable		53,676
Total		$6,753,655

The equipment of the road consists of 23 locomotive engines; 11 8-wheel 1st class passenger; 5 second class; 3 smoking; 10 baggage and mail; 189 8 wheel box freight; 44 platform; 8 stone; 60 6 wheel coal (iron); 30 4-wheel box freight; 33 stone; 18 coal (wood); 16 gravel; and 2 sand cars:—total, 430 cars.

The following are the officers and directors for 1860-'61:

President—LEWIS E. HARVIE, Richmond, Va.

Directors elected by stockholders—Lewis E. Harvie, William Palmer, (*Vice President,*) R. O. Haskins, Richmond, Va.

Directors appointed by State—J. B. Stovall, Halifax Co., Va.; Vincent Witcher, Pittsylvania Co., Va.; E. G. Leigh, Powhattan Co., Va.

Treasurer—JOHN S. VAUGHAN, Richmond, Va.

Auditor—THOMAS W. BROCKENBOUGH, "

Sup't—ALEXANDER WORRALL, "

The principal office is at Richmond, Henrico Co., Va.

Connecticut and Passumpsic Rivers R. R.

This company was chartered November 10th, 1845, with an authorized capital of $2,000,000 and power to increase the same to $3,000,000. In 1848, the charter was revived, and the company organized January 15, 1846, and the road opened for use from White River Junction to Bradford, 28 miles, Oct. 10, 1848; and to Wells River Village, 40 miles, Nov. 9, 1848. In Nov., 1850, an additional section of 20⅔ miles, to St. Johnsbury, was opened; and on the 21st of Oct., 1858, the road was extended to Barton, its present terminus. The whole length of completed road from White River Junction to Barton is 90 miles. The Northern section, a length of 20 miles, is now in course of construction, by which it is proposed to connect with the Stanstead, Shefford and Chambly Railroad in Canada, which has already been partially opened. During the past year, the collections from subscribers has been expended principally between Barton and Barton Landing—the most expensive masonry, the heavy embankment, and the rock cutting are so far advanced that the road to Newport and Canada line can be completed in twelve months, provided sufficient payments therefor are made by the subscribers. The amount of share capital paid in to May 31, 1860, was $1,280,400. The funded debt of the company is $800,000, consisting of 1st mortgage 6 per cent. sinking fund, coupon bonds, dated December 1, 1856, and payable, principal in 20 years, and coupons semi-annually at Boston. These bonds were issued to retire the original 1st and 2d mortgage bonds falling due in 1856, '57, '58 and '59, and which were secured on the road south of St. Johnsbury. These bonds have all been taken up with the coupons, and cancelled. The present issue is secured by a first and only mortgage of the entire railroad and all other property of the corporation. For their redemption at maturity, an amount equal to two per cent. of the whole funded debt, or $16,000, is annually set aside from the net earnings of the road, and placed in the hands of trustees, to be invested in these bonds so far as they can be purchased, or otherwise in undoubted productive funds. The coupons on these bonds amounting to $48,000, have been promptly paid the past year, excepting $2,478 not presented; and $16,000 paid to the trustees of the sinking fund. The amount now in the hands of the trustees is $74,400.

The earnings of this road for the fiscal years ending May 31, 1860 and 1861, have been:

	1860.	1861.
From passengers	$75,090 34	$71,691 23
" freight	101,852 55	100,856 71
" mail, express, etc	11,203 04	11,202 33
	$187,646 53	$183,750 27
Expenses	123,027 13	91,067 36
Net earnings	$64,619 40	$92,682 91
Miles run	125,851	118,212
No. of passengers	60,237	60,004
Lbs. of freight		55,611,176
Feet of lumber		4,946,343

The equipment of the road consists of 8 locomotives; 8 passengor, 5 baggage and mail, 103 box, 45 platform, 21 rack, 1 snow and 8 wood car.

The cash value of equipment and materials on hand May 31, 1861, was as follows:

Locomotives	$54,200 00
Cars	76,076 00
Tools and machinery	8,996 32
Materials	20,283 96
8,079 cords of wood	15,627 74
Horses, machinery, lumber, etc	1,068 53
	$176,181 58

The financial condition of the company is as follows:

Notes payable	$54,343 10
Coupons due not presented	2,478 00
Balance of account with connecting roads	3,708 17
	$60,529 27
Cash and notes	$2,881 24
Wood lots	5,743 23
Wood and materials on hand	40,490 26
	$49,017 73

Congressional Appropriations.

The following is a correct list of the appropriations made by Congress during the session which has just closed.

Army	$185,200,397 80
Naval	30,171,525 20
Legislative	286,373 00
Sundry Civil	529,000 00
National Loan	200,000 00
Police, Baltimore	145,000 00
Purchase of Arms	10,000,000 00
Field Fortifications	200,000 00
Side Wheel Steamers	1,200,000 00
Arms and Ordnance	10,000,000 00
Fortifications, contingent	105,000 00
Naval, additional	20,360,000 00
Exhibition of Industry	2,000 00
Arming loyalists in disloyal States	2,000,000 00
Armed ships, etc.	1,500,000 00
For additional loan	100,000 00
Miscellaneous, about	4,000,000 00
	$266,103,296 00

Interest and Dividends.

A semi-annual dividend of 3½ per cent. has been declared on the capital stock of the Pennsylvania Coal Company, payable in New York, on and after the 15th inst. The transfer books will be closed from the 9th to the 16th inst., both inclusive.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '55	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Nangatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640.607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,388	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	....	61
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9.344,863	*	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	40
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	63½
.. .. '57	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	63
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
—	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,289	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	60,109	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,351,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	—}	12	10	165	{Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—}				{Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,849	—	....
31 Mar. '59	206.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,686	9,147,862	206.0	.....	788,774	.....	—	....
31 Aug. '60	58.7	—	....	186.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	248,969	108,434	1,710,519	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd. Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	76
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....			.....	.....	—	.....
31 May, '57	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,835	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	41
30 Sep. '60	30.0	—	.....	—	7	33	107	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	107½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108¾
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	64½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	97½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,896		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891	.....	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	236,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	111¾
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	●	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	41¾
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0	.....	—	—	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashnelot	506,000			246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r.by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r.by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*		997,362	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	—	12,678,400	124.2	.....	1,997,065	733,950	12	110½
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	'54,902	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*		1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	.....
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794		56,582				15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,065	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	85	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	33
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	10
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	76⅝
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	26½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	453,716	—	10⅛
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,869,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	167,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by R.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	101.5	15.0	—	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,984	171.0	323,009	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,156,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	94½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,165,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89½
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	28½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,530	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.8	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,842	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	59½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	70
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	64
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,60⅝	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	879,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	57
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458 892	39 [illegible]7	—	3,155,875	2,940 473	774,323	6,471 462	65.7	5 mos.	176,047	91,369	—	5½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,06[illegible]289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	6	38⅛
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,067,991	151.4	—	3,312,546	858,597	—	18½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,800,000	—	—	200.5	48,677	1,236,597	471,712	6½	33

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724 803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,776	80,553	29,690	—	----
31 Dec. '60	467.5	—	56.3	—	90	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	....	....	....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	9½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,240	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	—	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.	100.0	—	30.6	55.8	....	....	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.	.....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
-- -- '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280,0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
-- -- '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
-- -- '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,619	—	.....
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	....	—	.....	.....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudonn & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	328,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,580	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
-- -- '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	14
-- -- '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	*	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan. '58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
-- -- '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
-- -- '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
-- -- '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
-- -- '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
-- -- '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
-- -- '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
-- -- '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
-- -- '59	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108.0	193,683	116,225	41,985	—	.....
31 Dec. '60	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
-- -- '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
Dec '60	43.7	—	....	—	....	....	....	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,302,828	43.7	.....	1,550,873	1,936,131	12	102

New York Stock Exchange.

Sale Prices for the week ending August 7, 1861.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1871	----	----	----	80	----	----
U. S. 5s, 1874	80	80½	80	80	----	----
U. S. 5s, 1865	86	----	----	87	----	86½
U. S. 6s, 1881	86	87½	89⅜	88	87½	88
U. S. 6s, 1862	----	----	----	96	----	----
U. S. 6s, 1867	----	----	----	----	86	----
U. S. 6s, 1868	----	----	----	----	90	90
Treas. 12 p. c. notes	102	102	----	----	----	----
" 10 " "	100½	----	----	101	----	----
" 5 " 2 years	----	----	----	----	----	----
" 6 " "	96½	98½	96½	----	95⅝	96½
STATE STOCKS:—						
California 7s	76½	76½	76½	76½	76⅝	76½
Georgia 6s	----	----	60½	67	----	68
" 5s	----	67	----	----	----	----
Illinois 6s	----	79	78	----	----	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	75	----	----	----	76
Louisiana 6s	60	60½	59	60	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	80	80½	----	----	----
" 7s	----	----	----	----	85	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	43½	44	43⅞	43½	43½	44⅛
Do. iss. to Il.& St.J.R.	46¼	46⅝	----	----	47	----
New York 7s, 1870	----	----	----	----	----	----
" 7s, 1864	----	----	----	----	----	----
North Carolina 6s	61	61	62	62½	----	68
Ohio 6s, 1860	----	90½	----	----	91	----
Tennessee 6s, 1890	43	43½	43½	43½	43⅞	45⅛
Virginia 6s	49	47	----	50¾	52	56
RAILROAD SHARES:—						
Chicago, Burl. and Q.	----	58½	----	----	----	----
Chicago and Rock Isl.	40	40	39½	39½	39½	40¾
Clev., Col. and Cin.	----	94½	94½	----	94½	94½
Clev., Painesv.& Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	8	----	----	----	----
Clev. and Toledo	27⅞	28½	28⅝	28½	28½	29½
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	62⅝	63½	63⅝	63½	63⅝	63½
Hudson River	----	34⅛	34⅜	33½	34	33⅜
Illinois Central (scrip)	63⅛	64	64	64	64	64
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	42¼	42¾	----	42	42	42
M. S. and N. I. guar'd	25½	30	29½	29	----	29⅝
M. S. and N. I.	14	13⅝	----	----	13⅜	13½
Mil. and P. du Chien	----	----	15	----	15	----
New Jersey Central.	----	----	----	----	----	----
New York Central	76	76½	76½	76⅝	76⅝	76⅝
Erie	24	26½	----	26½	26½	26
Erie pref.	----	44¾	----	----	----	----
N. York and Harlem	----	10¾	11	10½	----	10½
N. Y. and H. "pref."	25⅛	26½	26	25¼	24⅜	----
Panama	----	107	107	----	107	----
Phila. and Reading	36½	37½	36⅛	36	36½	36⅛
Stonington	----	----	----	----	----	60
RAILROAD BONDS:—						
Buff.,N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	----	39	----	----	37½	39
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	80½	----	----	80½
Cl. & Tol. S.F. 7 p.c. '85	74	----	----	74	----	----
Chi., Bur. and Q. 8 p.c.	----	----	----	----	92	----
D.L.&W.1M.8p.c.'71-5	----	96	----	----	----	----
" 2M.8p.c.'81	----	----	----	----	----	----
Gal.and Ch.1M.8p.c.'63	----	76½	----	97	----	----
" 2M.8p.c.'75	----	----	----	94½	----	----
Hann. & St.J. 1 M. 8s	----	----	30	----	30	----
Hudson R. 1M.7p.c.'69	----	----	101½	102	101	102
" 2M.7p.c.'60	----	----	----	----	----	----
" 3M.7p.c.'75	80	----	----	80	80	----
" sink. fund	----	----	----	----	----	96½
Illinois Centr.7 p.c.'75	90	----	----	----	90	----
" " 6p.c.'75	90	----	----	----	90	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mich.Cen.S.F.8 p.c.'82	94	----	----	----	----	----
" conv.8p.c.'69	----	----	95	----	----	96
Mich. Southern 1st M.	----	79½	----	----	----	----
" " 2d M.	50	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	102½	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y. C.6p.c. certif.'83	----	----	----	----	----	----
" 1 M. 7 p.c.'64	----	----	----	----	----	----
" bonds 1876	----	----	----	98	----	100
N.Y.&E. 1 M. 7 p.c.'67	----	----	----	----	----	----
" 2 M. 7 p.c.'79	----	96	----	----	----	98½
" 3 M. 7 p.c.'83	----	85½	84	----	----	----
" 4 M. 7 p.c.'80	----	73	----	----	----	----
" 5 M. 7 p.c.'83	----	----	----	----	----	----
" conv. 7p.c.'62	----	----	----	----	----	----
" " 7p.c.'71	----	58	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H.1 M.7p.c.'73	----	----	----	96½	----	----
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Penn. 1M.7p.c.conv.'88	----	----	----	----	----	----
" 2 M. 6 p.c.st'g '75	----	----	----	----	----	----
Ph. and Read. 6 p.c. '60	----	----	----	----	----	----
" " 6 p.c. '70	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. Canal	86	85½	85½	86	85	
Cumberland Coal Co.	----	----	----	----	----	----
Penn'a Coal Co.	80	79½	----	80	80	
Pacific Mail S. S. Co.	71	73½	73½	73	73½	73½

The following are the closing prices in the London Market on the 25th July:

United States 5s, 1874	74	to	76
Virginia 6s	44	"	46
Erie shares, ex assessment scrip	23	"	24
Erie shares, 7 per cent. preference	42	"	44
Erie shares, assessment scrip	1½	"	2⅛
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	83	"	85
Illinois Central $100 shares, $80 paid, dis.	37	"	36
Illinois Central, all paid	61	"	63
Michigan Central 8s, Convertible, 1869	81	"	83
Michigan Central Sinking Fund 8s, 1882	85	"	87
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	91	"	93
New York Central $100 shares	70	"	72
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	92
New York and Erie, 3d mort., 1883, assented	77	"	79
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, August 10, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The market the past week has been steady, with some improvement toward the close. The most important change has been in the bonds of the Southern States, in which there has been considerable advance. There is a better state of feeling owing to the action of Government in the passage of its financial bills, the more important of which is the loan bill, which provides for an issue of bonds and treasury notes to the amount of $250,000,000, the main features of which are as follows.—The loan may be issued in 6 per cent. Coupon and Registered Bonds irredeemable for 20 years and payable thereafter at the pleasure of the Government; or it may be issued in Treasury notes, of denominations not less than $50, the same to bear interest at the rate of 7 3-10 per cent., payable in three years, and convertible at any time (but in sums of not less than $500), into the six per cent. bonds aforesaid. The bill also provides for the issue of treasury notes of less denomination than $50, but not lower than $5, payable either on demand or in one year. Those on demand carry no interest, and are payable at the assistant treasury offices in Boston, New York, Philadelphia, Cincinnati, and St. Louis, and are receivable in the payment of government dues. The bond of this class—that is, of a denomination less than $50, payable in one year, bear an interest of 3.65 per cent., and are payable at the offices of the Assistant Treasury in Boston, New York, and Philadelphia, and may be converted (in sums of not less than $100), into bonds bearing 7 3-10 per cent. interest—the amount of bonds of a denomination not less than $50 not to exceed in the whole $50,000,000.

A supplemental bill in effect repeals the subtreasury act of 1846. The repealing clause is as follows:

"The Secretary of the Treasury to deposit any of the moneys obtained on any of the loans now authorized by law, to the credit of the Treasurer of the United States, in such solvent specie-paying banks as he may select, and the said moneys so deposited may be withdrawn from deposit for deposit with the regularly authorized depositaries, or for the payment of public dues, or paid in redemption of the notes authorized to be issued under this act, payable on demand, as may seem expedient to, or be directed by, the Secretary of the Treasury."

The Government also proposes two other revenue bills—one a direct tax of $20,000,000 appended on all the States as follows:

APPORTIONMENT.

Maine	$420,826	Indiana	$904,875
N. Hampshire	218,406	Illinois	1,146,551
Vermont	211,068	Missouri	761,127
Massachusetts	824,851	Kansas	71,743
Rhode Island	116,963	Arkansas	261,838
Connecticut	308,214	Michigad	501,763
New York	2,603,918	Florida	77,522
New Jersey	450,134	Texas	355 106
Pennsylvania	1,946,719	Iowa	452,088
Delaware	74,681	Wisconsin	519,688
Maryland	436,823	California	254,538
Virginia	937,550	Minnesota	108,524
N. Carolina	576,194	Oregon	35,140
S. Carolina	363,570	New Mexico	62,648
Georgia	584,367	Utah	26,982
Alabama	529,313	Washington	7,755
Mississippi	413,084	Nebraska	19,321
Louisiana	385,886	Nevada	4,592
Ohio	1,567,089	Colorado	22,905
Kentucky	713,695	Dakotah	3,241
Tennessee	669,498	Dist. Colum'a	49,437

The other bill provides for an income tax of 3 per cent. upon all incomes exceeding $800 annually, both of individuals and corporations.

Racine and Mississippi Railroad.

The second year of the operations of this road in the hands of trustees for the first mortgage bondholders ended May 10th, 1861. We have received the report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that year. In the balance sheet and relative accounts, and explanatory notes appended to the report, are exhibited the receipts and disbursements, which, in connection with the tabular statements of freight and passengers, show the character of the year's business, the amount of surplus earnings over operating cost, and the application of the money received. The leading particulars regarding the condition of the road, the rolling stock, and the property generally, are also given. The earnings of the road during the year were:

From passengers		$49.087 53
" freight		165,738 26
" mail, rents and telegraph		6,024 25
		$220,850 04
And the expenses were:		
Repairs of road	$21,429 02	
" equipment	11,166 88	
" cars	12,403 70	
" bridges, etc	2,805 78	
Fuel	18,343 16	
Oil and waste	3,261 11	
Damages to persons	12,889 62	
Station service	20,474 83	
Conductors, engine'n, etc.	24,665 68	
Taxes	4,144 22	
All other expenses	20,127 48	
		152,411 48
Net earnings		$68,438 56
Compared with the previous year, the gross earnings show an increase of		$53,934 01
With an increase in expenses of		20.621 34
Making the net gain		$33,312 67

Deducting extraordinary charges to operating

account, such as damages to persons, by accident, depreciation in currency, etc., amounting in the aggregate to $15,546 47, the additional outlay for operating the road over the previous year will be only $5,074 87, and the actual increase in net receipts $18,849 14. The percentage of operating expenses was 69; deducting extraordinary expenses, 61.9—the previous year it was 78.9. The Superintendent in his report, says:

The year shows a very marked improvement in both the amount of business and the net results. The expenses still come to a very heavy per centage of the gross earnings, in consequence of the limited receipts in proportion to each mile of road operated. The passenger business is run all the year round at an expense which would not be perceptibly increased were the number of passengers carried increased ten times. The freight business is also conducted for a large proportion of the year, with a great surplus of power. In these facts we have good assurance of a satisfactory growth of value in the property in the future, as the increase of expenses will be but a nominal per centage of the increased receipts.

Nearly the whole amount of the net receipts of the past year were taken in the three months dating from the 15th August, after harvest, to the middle of November, when navigation closed. After deducting the extraordinary charges before alluded to, the operating account of these months stands as follows:

	Gross receipts.	Operating.	Net receipts.
August, 1860.	$23,790 06	$13,097 97	$10,692 09
Sept., 1860...	42,276 75	15,091 69	27,185 06
Oct., 1860...	38,996 77	13,862 85	25,133 92
Nov., 1860...	20,121 37	12,397 62	7,723 75
	$125,184 95	$54,450 13	$70,734 82
Year 1861..	220,850 04	136,865 01	83,085 03
Remain'g 8 m.	$95,665 09	$82,414 88	$13,350 21

During the four months, August to November inclusive, the operating was only 43.5 per cent. of gross earnings, and for the two months of September and October, operating was reduced to 35.6 per cent. of earnings. In ordinary years the earnings in September and October would have been much increased by westward bound lumber, but owing to the dry weather during the Spring and Summer of 1860, the manufacturers of lumber were unable to get logs to their mills, and our Racine dealers were consequently out of the market as freighters. Our earnings for these two months were therefore made up almost entirely of Eastward bound freight. With a conjunction of a good harvest and a plentiful supply of lumber, the road could be operated for a still smaller per centage of gross earnings during these months. With an independent route to the Mississippi River, our traffic will show less variation in the monthly statements of the per centage of operating to gross earnings, while the increased business we expect from the extension to the River will tell favorably on the annual average.

The road bed has been maintained in good order. The total ballasting for the year has been 10,135 cubic yards. The ties, which on many sections were originally of the poorest description, already show symptoms of speedy decay. Upward of 6,000 ties have been purchased, and 5,000 contracted for. In the Spring of '62, 20,000 more will be required. During the year 1,740 yards of new **T** rail have been laid. The quantity of new rails on hand is sufficient to meet the requirements of the ensuing year. The repairs of bridges have kept pace with the deterioration. Two station houses have been built; others have been altered and repaired. All are now in good order.

The company have 7 passenger, 13 mail and baggage, and 308 freight cars. Miles run by passenger trains, 97,254; by freight trains, 125,218; other trains, 5,755—total 228,627—an increase over the previous year of 34,101 miles. Passengers carried, 66,482; last year, 59,028.

TRUSTEES ACCOUNT, May 10, 1860, to May 10, 1861.

BALANCE.

	Dr.
Advance on net income	$281,071 69
Supplies	29,044 15
" of fuel	14,735 69
" of oil and waste	325 00
Suspense	1,765 99
Open accounts receivable	8,849 42
Cash	3,567 83
	$339,359 77
	Cr.
Farmers' Loan & Trust Co	$314,022 58
Open accounts payable	25,337 19
	$339,359 77

ADVANCES ON NET INCOME.

	Dr.
To balance from last year	$262,916 72
Construction account	35,779 54
Mortgages and liens on Property	45,334 57
General services	1,923 88
Legal expenses	3,941 27
Expense account	224 18
	$350,130 16
	Cr.
By operating account	$68,438 56
Exchange	362 85
Interest and discount	257 06
Balance	281,071 69
	$350,130 16

The office is at Racine, Wisconsin. The officers are:

General Manager—G. A. THOMSON.
Superintendent—MATT. TAYLOR.
Secretary—JAMES C. HILL.

Central Railroad of New Jersey.

The receipts from operations of this road for the six months ending June 30, 1860 and 1861, were as follows:

	1861.	1860.
From passengers, merchandise, mails, etc.	$291,870 30	$280,661 08
From coal	270,624 66	288,175 95
Total	$562,494 96	$568,837 03
Expenses	240,517 32	225,656 06
Net earnings	$321,977 64	$343,480 97

The above shows a decrease in receipts from the transportation of coal of $17,551 29
An increase from passengers, merchandise, etc., of 11,209 22
Making the decrease in gross receipts $6,342 07
With an increase in expenses of 15,161 26
Making the decrease in net receipts $21,503 33

	1861.	1860.
Lackawanna coal tonnage for 6 months	283,717	274,258
Lehigh do. do.	114,449	132,234
Total	398,166	406,492

CONDENSED BALANCE SHEET.

Railroad, 64 miles, (48 being double track)	$4,492,712 93
Land and wharves at Elizabethport	290,791 80
Station houses, shops, etc	131,846 42
Engines and cars	506,121 18
Ferry interest and boats	246,650 00
Property accounts	157,222 73
Cash balances, etc. $221,728 59	
Less accounts payable . 113,459 15	
	108,269 44
Total	$5,931,614 50
Capital stock	$3,630,000 00
Bonds, 1st mortgage $1,400,000	
" 2nd " 600,000	
	2,000,000 00
Interest fund; interest accrued not yet payable	47,833 33
Dividend No. 25, payable July 15th	90,750 00
Renewal fund, balance to credit	92,174 05
Net earnings $321,977 64	
Less interest account $69,620 82	
Less divid'ds. 181,500 00	
	251,120 52
	70,857 12
Total	$5,931,614 50

The net earnings of the six months are thus shown to be $321,977 64, being a decrease of $21,503 33 on those of the corresponding six months of 1860. This is a very favorable result for a time of war and panic. After deducting the balance of the interest account and two quarterly dividends of 2½ per cent. each, there remains a surplus of profits of $70,857 12. This appears in the balance sheet represented as follows:

Grading, masonry, land, etc., at High Bridge	$11,816 14
Bergen Point wharf	3,497 82
New equipment	16,621 18
Increase, in iron, cross ties, materials, etc., on hand	15,277 26
Increase in cash and cash items	23,644 71
Total	$70,857 12

The grading &c., at High Bridge will be charged off at the close of the year.

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations. By M. CEZANNE, Engineer des Ponts et Chaussees. Translated by J. BENNETT.

(Continued from p. 548.)

PART THIED.

Tabular Piers.—The general arrangement of a pier with two cylindrical columns and two square bodies is caused for the Theiss bridge by the necessities of construction, as shown by the drawings; but the choice of materials for the columns, their diameter, their distance apart, their setting up, the height of the separate pieces, the thickness of their sides, the arrangement of the joints, the interior filling, the external defences and modes of execution, are subjects which we propose to describe generally, and in the order specified.

Choice of Materials.—Cast iron was preferred to wrought iron for the cylindrical columns, because they were supposed to be less exposed to heat, and easier managed; still it had its inconveniences: at the bridge of Macon a cast iron column was broken by the shock of a boat; a cold snap in contracting the column upon the interior mass of masonry might cleave the metal. This inconvenience was avoided by forming the part of the column above the summer level in wrought iron segments, riveted to each other by means of exterior angle-irons, so that a broken or rusted segment might be replaced. Wrought iron was adopted for the square bodies, because it was better adapted than cast iron to the square forms and to the connexions with the arches.

Diameter of Tubes.—By increasing the diameter of the columns, the pressure upon the base would be diminished; but the volume of filling would be increased, and the difficulties of manufacture, and especially the sinking of the columns.

An attempt was made to procure at Szegedin the cylindrical drums in one piece, and the diameter of 9.84 ft. was chosen as the greatest made till that time, and because these pieces were to come from Scotland a special provision must be made for their transportation.

With these dimensions, the pressure uniformly

spread upon the base was 104 pounds per square inch under the proof trial.

This pressure was raised to 199 pounds for that of the tubes of the Quarantaine bridge at Lyons, which bore the two middle girders.

The English have sunk columns of a greater diameter than 9.84 ft.

The barrels were formed of segments bolted to each other.

Below 6.56 feet, the work of the minor was difficult for want of space.

Distance apart of the two adjoining Columns.—3.28 feet was the least distance adopted between the two columns of the same pier, after a consultation with the English engineer having a personal experience of tubular foundations, and, during the construction, it was a matter of regret that a greater distance had not been chosen. A displacement of one column has occurred during the operations upon the adjoining one.

The Setting of the Columns.—In the sinking of the columns, regard was had rather to the possible undermining s than to the nature of the soil, whichcontinued the same for a great depth. A mean sinking of 19.68 ft. would have been sufficient; a greater depth was adopted for security, and they were usually stopped at about 65.6 ft. below high water, so that they should not be exposed to a pressure of three atmospheres, beyond which the work was very painful to the men.

Height of Barrels.—The height of a column being determined, it remained to decide upon that of the different barrels.

It was for the interest of the work to increase the height to lessen the number of joints; but the founder and transportation agent insisted upon manageable dimensions; 5.95 ft. was adopted.

These drums weigh 12,100 pounds. They were obliged to appropriate for their transportation between Scotland and Germany a special steamboat, and to establish at the point of their arrival at Harbourg, on the Elbe, some fixtures for their removal.

Thickness of the Cylindrical Sides.—When the cast iron columns are only exposed to vertical pressures, calculation indicates that a slight thickness only is needed for the support of the entire bridge; but the founders refused to cast pieces of a thickness too small for the diameter. For this reason, at the bridge over the Great Pee-Dee in America, the engineer was led to the adoption of 1.96 ins. thickness for tubes of 5.97 feet diameter, answering to a resistance 650 times greater than was required.

For the Theiss bridge, it was admitted to be difficult to make regularly tubes of 9.84 ft. diameter with a less thickness than 1.18 ins.

Moreover, it was admitted from experiments made in England at the Viaduct of Tarascon, that cast iron might be subjected to a permanent transverse load equal to $\frac{1}{4}$th of that of rupture, say 6,285 lbs. per square inch, for the castings required in this case.

The thickness 1.37 ins. was calculated in regard to this maximum, by considering the column as supported at its two ends, loaded upon its head with the weight Y, and acted upon transversely at the height of the springing by the difference X between the horizontal thrusts of the arches which it bore.

The dispositions of the final plan furnished the following data, in the most unfavorable case for the stability of the pier, or that in which one of the two adjacent bays is charged with 5,365 lbs. per running foot, while the other is free.

We have for a single column: Y=367,400 lbs.
X=360,800 "

a, the distance between the point of application of the force X and the head of the column, where the top stringers of the arches are made fast to the column, equal to 18.93 ft.

b, the remainder of the height of the column to the head of the interior piles, equal to 65.37 feet.

		lbs.
R,	the work relative to X per square inch.	5,657
Q,	" " Y " .	728
R+Q	" " compression	6,385
R—Q	" " tension	4,929

The value R — Q is the maximum of efforts of tension produced by the trial loads; it is much less in practice since the usual loads over the road are much below that of the trial proof; because only one track is loaded at a time, and the struttings of the arches and the connexions with the square bodies tend to distribute between the two tubes the reactions of the arches.

In the conditions of the contract the proportions of the castings were not determined, but it was required that bars of prescribed dimensions should be cast at each tapping and subjected to direct experiments.

Experiments were made in this way upon 442 bars in breaking them by a transverse loading,—they had a section of 1.57 ins. by 1.3 ins.; their mean resistance was 30 k. 4 per square millimetre or 43,428 lbs. per square inch.

The maximum was 52,285 lbs.; the minimum, 29,000 lbs., occasioned by a fault in the casting at the point of fracture.

The resistance required by the contract was 37,143 lbs.

Upon the testing of the bridge, the most favorable case for the stability of the piers was chosen by loading each span with 5,365 lbs. per running foot, all the other spans being free, and the following laws were observed.

All the piers deflected at the level of the springing lines in separating from the loaded span.

The two piers next the loaded span as a mean deflected 0.157 in.; the two piers at the distance of one span deflected 0.059 in,; these deflections diminished rapidly with their distance from the loaded span; they were sensible, though they could not be measured from one extremity to the other of the bridge.

The depressions at the summit of the spans, which were but 0.472 in. when all the bridge was loaded, attained 1.18 ins. for the single loaded span, which is explained by the increase of the cord; the two adjacent spans rose from 0.196 to 0.236 in.; the following to .078 in. at most; further on no motion was detected.

The usual locomotive trains were passed over the two tracks with great speed, either side by side, or in opposite directions: this trial did not give any maximum for the deflections of the trusses or that of the piers.

Arrangement of the Joints.—The method of jointage is shown in Pl. I., Fig. 3, where we see the bearing or turned surface upon which the two barrels are brought in contact, the jointing which prevents their sliding, the bands or flanches which receive the one the head, the other the nut, of a bolt, which fastens them, and the ribs or brackets which unite the flanch with the cylindrical part. A tight joint is made by iron filings cement tamped with a graver between the two flanches. The ribs are badly contrived, at least under the flanch, which at the foundry is placed at the upper part of the mould; they form there recesses in which the gas bubbles lodge, thus producing blisters. It would be advisable to suppress the ribs, to increase the thickness of the flanches, and the radius of the roundings of the jointage.

The cement was composed as follows:

Iron filings.....	1,000	parts in weight.
Sal almoniac	10	"
Flowers of sulphur.....	2	"
Water for dissolving the salt.		

This mixture would set in two days during the summer, in eight days during the winter; it was then worked with the file and smoothed, but became impaired in moist air.

For the iron filings cement, was substituted at the bridge of Bordeaux an india-rubber cord let into a groove, simplifying the joint, and economizing in time and manœuvring.

The two adjoining flanches of the Theiss bridge were fastened by 48 bolts, 1.97 ins. diameter, which would bemuch too strong were these columns but to bear the simple weight of the bridge, and these bolts designed but to fasten the joint; whereas, these columns had to resist transverse thrusts, and accordingly it became necessary to fortify the the joints at much as possible. The most exposed, that of the square body with the cast iron capital, was secured with 72 bolts.

Calculation applied to the joints of the circular barrels, gives for the maximum load per square inch of strain of bolt 6,528 lbs., or even 16,025 lbs., according as we suppose the neutral axis to be at the centre of the circular joint, or at the circumference.*

We should reduce the number of bolts to the strict necessity of the case, to simplify the jointage, and to facilitate the tamping of the mortar, and 8, 12, or 16 bolts of 1.18 ins. will generally be sufficient.

(To be continued.)

Stevens' Steam Battery.

The veil of secresy having been removed from this famous structure at Hoboken, we availed ourselves of an opportunity which was afforded us a day or two since, of viewing its massive proportions.

The spectator is impressed at first glance with the magnitude of the work, and the amount already accomplished; for here is an iron steamer which, in point of size, will compare favorably with the largest steam-batteries yet completed in Europe. Some of her principal dimensions are as follows, contrasted with the two most noted English iron-plated steamers:

	Length.	Beam.	Depth.
Stevens Battery.....	420	58	20
Warrior	256.6	55	27.6
Black Prince	380	58	41

The keel of Stevens' Battery was laid in 1854, and the work has been prosecuted under different appropriations by Congress until the expenditure has reached upward of half a million of dollars. The hull is now carried up to the main deck, where the armament will be placed, and all the furnaces and boilers are in their places, with the greater part of the machinery and shafting. The weight of the metal thus brought together exceeds 4,000,000 pounds, the cost per pound ranging from twenty-five to fifty cents.

As may be easily conceived from this general statement, the Battery presents a ponderous aspect, yet it is far from seeming unwieldly. In model and external appearance generally, saving the peculiarity of material, it bears a close resemblance to a fast North river steamer, the bow being exceedingly sharp, and the sides (in the present stage of the work) rising in the usual manner. But in attaching the sheathing of iron plates, the external configuration will be essentially changed. A primary idea in the construction of every part is to present an oblique surface to projectiles, that they may glance off without injury.

The sides, therefore, will look something like the upper section of a pyramid—the furthest projection being sustained by three feet and six inches of solid oak, while the plates recede from this point at an angle of thirty degrees. The armament will be protected in like manner, by ball-proof "loading houses," or casemates. This last feature is an entire novelty, and one in which the inventor took peculiar satisfaction. The "loading-houses" are designed to give effectual protection to the gunners, so that not an individual employed in working the ordnance will be exposed to casualty. They are but four in number, as the armament now proposed will consist of only eight guns—four 15-inch and four 10-inch or 12-inch rifled cannon—the muzzles of every pair sweeping round to their apertures in the adjacent casemate. As the guns are on stationary swivels, no provision is made for recoil, except that cushions of gum are placed behind the trunions. Whether these will prove adequate may admit of doubt, though we are informed that experiments to determine this question proved satisfactory.

On descending through the net work of iron beams and columns which sustain the decks and bind together the whole fabric, the eye is immedi-

* The neutral axis is in reality between these two positions; it may be found by rigorous calculation, but we are let into transcendental equations, whose solution is laborious.

ately attracted by the long range of boilers, ten in number, arranged in juxtaposition on either side, together occupying a space 72 feet in length, nearly amidships. The separating them constitutes the fire room, on which 30 furnaces will open their blazing mouths, apparently threatening those who may be employed there with speedy extinction; but as will be afterwards explained a thorough system of ventilation is provided, through the intervention of appropriate machinery. Beyond this massive accumulation of material are eight driving engines, connected with two propelling shafts, each 190 feet in length, and exerting a power equal to that of 3,600 horses. These engines are arranged with the greatest compactness possible, giving the appearance of more complication than actually exists. The mechanism upon cursory examination, appears to be of skillful workmanship, and being wholly submerged, is supposed to be secure from the fire of any antagonist. Besides these are eight other engines for minor purposes, two of which are in the bow, for blowing the furnaces and ventilating.

The propellers, it should have been remarked above, have a diameter of nineteen feet. None of the work has deteriorated from exposure to the weather, as men are constantly employed in taking all needed precaution.

Now that Congress is deliberating upon the expediency of constructing steam batteries for the navy, the question has a direct bearing upon the completion of the work already so far advanced at Hoboken. This battery cannot be finished at a less cost than $1,312,000, according to the estimates carefully prepared by government officers; yet there is reason to believe that it may prove as efficient as any constructed by European powers. Even if no reference is had to domestic troubles, there is a prevalent impression that our foreign relations are precarious. In case of a rupture with any leading naval power, a floating steam battery of great speed and destructiveness would be an invaluable adjunct to our coast defences.

In some respects Stevens' Battery is likely to prove a match for anything which could be pitted against it. She is all iron, invulnerable in every part, and has the intervening layer of wood, which gives a more rigid and impenetrable basis to the plate; she is also safer than wooden vessels, from the facility with which iron plate compartments are used; and finally, iron gives more stability to the working of the screw.—*N. Y. Journal of Commerce.*

Androscoggin and Kennebec Railroad.

This company was chartered on the 28th of May, 1845. The construction of the road was commenced in July, 1847. The first division from Danville Junction to Winthrop, 20 miles, was opened July 3, 1849; and the second, from Winthrop to Waterville, 35 miles, November 27, 1849. The total length of the road from Danville Junction (Atlantic and St. Lawrence Railroad) to Waterville being 55 miles.

FUNDED DEBT—$1,748,857: described as follows:

One million 6 per cent. loan bonds, $468,600—issued in 1850, '51, '52, '53 and '54, and payable, principal in 10 years, and coupons semi-annually at Waterville or Portland. Balance of original issue exchanged into the $1,100,000 loan.

Six per cent. $1,100,000 loan bonds, $536,100—issued in 1860, and payable principal in 30 years, and coupons semi-annually as above. These bonds were issued for the purpose of taking up the $1,000,000 bonds on maturity and paying off the floating debt.

Stock bonds 6 per cent., $710,000—issued in 1853 and 1856, and payable, principal in 10 years, and interest semi-annually 1st June and 1st Dec., at Waterville or Portland. Convertible into stock on maturity.

Old 1st mortgage bonds, 6 per cent. (payable on call) $29,597. Interest bonds, $4,100; and furniture bonds, $500, due.

FLOATING DEBT, $138,816 95, viz: bills payable and accounts, $130,256 95; stock coupons $6,740; and sundry accounts, payable in stock, $1,820.

INCOME ACCOUNT.

	May 31, 1860.	1861.
Balance from previous year.	$48,972.86	$60,340.55
Cash coupon interest acc't.	102,117.00	101,589.00
Interest account	7,452.08	8,648.31
Bal. earnings due to date		9,303.57
	$158,541.94	$179,881.43
Proportion of net earn'gs.	$98,201.39	$94,087.92
Interest due to date		2,067.94
Balance to new account	60,340.55	83,725.57
	$158,541.94	$179,881.43

Cost of road and equipment, $2,210,947; in detail as follows:

Graduation and masonry	$700,561
Bridging	89,368
Superstructure including iron	495,749
Land, land damages and fences	55,534
Engines and cars	82,964
Engineering	36,245
All other expenses	750,526
	$2,210,947

BALANCE SHEET JUNE 1.

	1860.	1861.
Capital stock	$457,900 02	$457,900 02
Million loan bonds	1,000,000 00	468,600 00
Interest bonds	8,300 00	4,100 00
Bonds of $200,000 and $350,000 loan	29,557 00	29,557 00
Furniture bonds	500 00	500 00
Stock bonds	710,000 00	710,000 00
B'ds of $1,100,000 loan		536,100 00
Stock coupons	6,740 00	6,740 00
Acc'ts payable in st'k.	1,820 00	1,820 00
Bills payable and ac'ts	115,241 82	130,256 95
	$2,330,058 84	$2,345,573 97
	1860.	1861.
Construction	$2,210,947 28	$2,210,947 28
P. & K. RR. stock	21,924 79	21,924 79
Mil'n loan b'ds unsold	15,000 00	15,000 00
Real estate	500 00	500 00
Bills recei'e and ac'ts.	10,400 82	7,862 69
Bal. of income acc't.	60,340 55	82,725 57
Cash	10,945 40	5,613 64
	$2,330,858 84	$2,345,573 97

COST, EARNINGS, EXPENSES, ETC.

	Cost of road.	Gross earnings.	Operating expenses.	Net earn'gs.
1851	$1,860,670	$102,647	$63,549	$39,098
1852	2,009,188	125,658	58,079	67,579
1853	2,020 247	140,561	60,507	79,954
1854	2 176,506	161,321	67,950	93,371
1855	2,245,020	190,604	99,807	90,797
1856	2,210,947	209,473	99,676	109,797
1857	2,210,947	159,511	84,894	74,517
1858	2,210,947	159,514	76,146	83,368
1859	2,210,947	161,105	71,338	89,767
1860	2,210,947	172,703	74,502	98,201
1861	2,210,947	182,003	87,915	94,088

On the 30th November, 1856, this company took a lease of the Penobscot and Kennebec Railroad (Waterville to Bangor, 55 miles) for a period of 20 years, agreeing to operate and maintain the same during the continuance of the lease, and to pay to the latter company three-sevenths of the net profits of the joint business.

The two roads conjointly have a length of 110 miles, and an equipment of 13 locomotives, 20 passenger cars, and 228 cars for merchandise, etc.

The operations of the united line for the years ending May 31, 1860 and 1861, was as follows:

EARNINGS.

	1860.	1861.
From passengers	$145,784 88	$151,191 06
" merchandise	140,987 86	151,908 22
" mail, express, etc.	15,458 10	15,406 12
	$302,230 84	$318,505 40

EXPENSES.

	1860.	1861.
Repairs of track	$42,609 08	$52,577 57
" equipment	21,573 26	25,883 59
" buildings, etc.	6,427 10	8,900 02
Train expenses	12,588 00	15,314 28
Station expenses	13,879 99	17,123 50
Fuel	18,454 69	17,678 51
Oil and Waste	3,420 19	3,252 33
General management	6,520 38	7,586 04
Miscellaneous	4,865 62	5,435 71
	$130,378 41	$153,851 54

NET EARNINGS.

	1860.	1861.
And. & Ken. R. R. Co.	$98,201 39	$94,087 92
Pen. & Ken. R. R. Co	73,671 04	70,565 94
	$171,852 43	$164,653 86

Since the execution of the lease, the net income of the joint business has been $717,593, divided as follows:

	Total net income.	Proportion due A. & K. RR.	Proport. due P. &K.RR.
1857 (6 months)	$77,103	$43,933	$33,170
1858	145,894	82,368	63,526
1859	157,090	89,766	67,324
1860	171,852	98,201	73,651
1861	164,654	94,088	70,566

The joint cost, earnings, expenses, etc., since 1857 have been:

	Cost of road.	Gross earnings.	Operating expenses.	Earnings less exp's.
1857	$3,967,063	$332,310	$150,373	$171,937
1858	3,996,331	379,149	133,255	145,894
1859	4,004,394	281,929	124,839	157,090
1860	4,004,394	302,231	130,378	171,852
1861	3,004,394	318,505	153,851	164,654

The assets and liabilities of the company June 1, 1860 and 1861, are as follows:

LIABILITIES.

	1860.	1861.
Bills payable and acc'ts.	$125,977.84	$135,333.11
Over-due bonds:—		
Furniture bonds	500.00	500.00
Bonds of $200,000 and $350,000 loan	29,557.00	29,557.00
Interest bonds	8,300.00	4,100.00
Interest	3,129.00	1,067.94
	$167,463.84	$171,558.05

ASSETS.

Million loan bonds unsold	$15,000.00	$15,000.00
Bills receivable	3,261.87	3,231.62
Accounts	21,088.19	18,729.61
Wood on hand	20,743.09	23,750.93
Materials on hand	11,544.70	11,800.67
P. & K. R. R. stock	21,924.79	21,924.79
Cash	10,945.40	5,613.64
	$104,508.04	$100,051.26

Although the net earnings belonging to this company are $4,113 47 less in 1861, than in 1860, they are still in excess of those of any previous year with the exception of 1856—the increase over 1859 being $4,232 18; over 1858 $8,435 65; and over 1857, $19,570 92. The report says:

Your board, notwithstanding the failure of the road to earn net enough to pay the interest on all its debts, have nevertheless continued to pay all—hoping that they may, by increase of business in the future, be able to carry the floating debt until July, 1868, when $431,800 of the stock bonds become due, and are then convertible into the stock of the company, and the interest payable on them

will cease. The balance of the stock bonds will fall due principally in 1864, when the road will, if the plans of the company are successful, be encumbered by only one mortgage, and that to secure one class of bonds only, to wit: those of the eleven hundred thousand dollar loan, running thirty years.

The office of the company is at Waterville, Maine. The officers are:

President—JOHN WARE.
Treasurer—JOSHUA NYE.
Superintendent—EDWIN NOYES.

Railroad Earnings.

The Macon and Western Railroad June earnings were:

Passengers	$7,627 60
Mail	838 50
Freight	13,730 59
Total	$22,196 99
June, 1860	25,359 96
Decrease	$3,162 97

The receipts of the Grand Trunk Railway of Canada for the week ending July 27th, 1861, were $70,428 78
Corresponding week, 1860 54,471 99
Increase $15,956 79
Tot. traffic from July 1, 1861, to date $244,504 95
Corresponding period, 1860 212,379 63
Increase $32,125 32

The statement of the Illinois Central Railroad for July is as follows:

Land Department.

Acres Construction Lands sold	4,377.43	for	$61,879 62
Acres Interest Fund L'ds sold	396.97	"	7,294 09
Acres Free Lands sold	1,167.16	"	14,909 14
Total sales during the month	5,941.56	for	$84,082 85
To which add Town Lot sales			238 50
Total of all			$84,321 35
Acres land sold since Jan'y 1, 1861	67,878.39	for	$1,046,683 76
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,328,151.85	for	17,194,667 67

Total cash receipts in July, 1861 $34,786 77
Total receipts since Jan. 1, 1861 362,921 06
Total cash and bonds received to July 31, 1861 4,558,319 08

Traffic Department.

Receipts from Passengers	$49,764 00
" Freight	106,622 45
" Mails	6,358 33
" Rent of road	5,033 33
" Other sources	2,421 95
Total receipts for July, 1861	$170,200 06
Do. do. 1860	193,930 76
Total receipts since Jan'y 1, 1861	$1,606,117 02
Total receipts in corresponding period of 1860	1,366,815 77

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,559,240.

	Traffic.	Working Expenses.	Excess of Traffic.
1856	$2,434,878.59	$1,444,546.19	$990,332.40
1857	2,293,964.57	1,791,231.14	502,733.43
1858	1,976,578.52	1,419,954.80	556,623.72
1859	2,114,448.98	1,489,579.52	624,869.46
1860	2,721,590.94	1,693,403.30	1,028,187.64

The traffic of July, it will be seen, shows a decrease of $23,700 mostly due to the closing of Cairo as a shipping point to the South.

The traffic of the Great Western Railway of Canada for the week ending July 26, 1861, was as follows:

Passenger	$16,475 92
Freight and live stock	12,037 93
Mails and sundries	1,327 07
Total	$29,840 97
Corresponding week of last year	28,688 23
Increase	$1,157 74

The following are the earnings of the Great Western Railway of Canada for the week ending August 2, 1861:

Passengers	$14,738 98
Freight and live stock	11,858 86
Mails and sundries	1,295 45
Total	$27,393 29
Corresponding week of last year	28,625 24
Decrease in 1861	$1,281 95

The earnings of the Michigan Central Railroad for July, 1861, were $123,377 30
July, 1860 128,383 28
Decreaso $5,005 98

United States Census.

(*Compiled from the official Returns.*)

(Continued from p. 566.)

SOUTH CAROLINA.

Counties.	1850.	1860.
Abbeville	32,318	32,385
Anderson	21,475	22,872
Barnwell	26,608	30,743
Beaufort	38,805	40,052
Charleston	72,805	81,105
Chester	18,038	18,123
Chesterfield	10,790	11,834
Clarendon	new	13,099
Colleton	39,505	30,915
Darlington	16,830	20,343
Edgefield	39,262	39,887
Fairfield	21,404	22,111
Georgetown	20,647	21,305
Greenville	20,156	21,891
Horry	7,646	7,964
Kershaw	14,473	13,169
Lancaster	10,988	11,797
Laurens	23,407	23,858
Lexington	12,930	15,579
Marion	17,407	21,190
Marlboro'	10,789	12,434
Newberry	20,143	20,879
Orangeburg	23,582	24,896
Pickens	16,904	19,639
Richland	20,243	18,334
Spartanburg	26,400	26,920
Sumter	33,220	23,860
Union	19,852	19,635
Williamsburg	12,447	15,489
York	19,433	21,503
Total	668,507	703,812

TEXAS.

Anderson	2,884	10,397
Angelica	1,165	4,271
Attacosta	new	1,580
Austin	3,841	10,139
Bandera	new	399
Bastrop	3,099	5,726
Bee	new	910
Bell	new	4,800
Bexar	6,052	14,454
Blanco	new	1,281
Bosque	new	2,005
Bowie	2,912	5,052
Brazoria	4,841	7,143
Brazos	614	2,776
Brown	new	244
Buchanan	new	230
Burleson	1,713	5,683
Burnett	new	2,488
Caldwell	1,329	4,481
Calhoun	1,110	2,642
Cameron	8,541	6,030
Cass	4,991	8,411
Chambers	new	1,508
Cherokee	6,673	12,098
Clay	new	109
Collin	1,950	9,266
Colorado	2,257	7,885
Comal	1,723	4,030
Comanche	new	709
Cook	220	3,760
Coryell	new	2,666
Dallas	2,743	8,665
Dawson	new	281
Denton	641	530
De Witt	1,716	5,107
Eastland	new	99
Ellis	989	5,246
El Paso	new	451
Encinal	new	43
Erat	new	2,425
Falls	new	3,614
Fannin	3,788	9,217
Fayette	3,756	11,604
Fort Bend	2,533	6,143
Freestone	new	6,881
Frio	new	40
Galveston	4,529	8,177
Guadaloupe	1,511	5,444
Gillespie	1,240	2,736
Goliad	648	1,913
Gonzales	1,492	8,050
Grayson	2,008	8,187
Grimes	4,008	10,307
Hamilton	new	489
Hardin	new	1,353
Harris	4,668	7,710
Harrison	11,822	15,001
Hays	387	2,058
Henderson	1,237	4,595
Hidalgo	new	1,193
Hill	new	3,653
Hopkins	2,623	7,745
Houston	2,751	8,058
Hunt	1,520	6,654
Jack	new	1,000
Jackson	996	2,612
Jasper	1,767	4,041
Jefferson	1,836	1,994
Johnson	new	4,305
Karnes	new	2,171
Kauffman	1,047	3,936
Kerr	new	634
Kinney	new	61
Lamar	3,978	10,136
Lampasas	new	1,028
Lavaca	1,571	5,948
Leon	1,946	6,781
Liberty	2,522	3,189
Limestone	2,608	4,537
Liveoak	new	593
Llano	new	1,101
McLennan	new	6,206
Madison	new	2,238
Marion	new	3,979
Mason	new	630
Matagorda	2,124	2,910
Maverick	new	728
Medina	909	1,838
Milam	2,907	5,175
Montague	new	849
Montgomery	2,384	5,479
Nacogdoches	5,193	8,293
Navarro	2,190	5,997
Newton	1,689	3,123
Nueces	698	2,907
Orange	new	1,916
Palo Pinto	new	1,524
Panola	3,871	8,475
Parker	new	4,214
Polk	2,348	8,298
Presidio	new	580
Red River	3,906	8,534

Refugio	288	1,594
Robertson	934	4,997
Rusk	8,148	15,808
Sabine	2,498	2,750
San Augustine	3,648	4,094
San Patricio	200	620
San Saba	new	913
Shackelford	new	44
Shelby	4,239	5,362
Smith	4,292	13,395
Starr	new	2,406
Tarrant	664	6,020
Throckmorton	new	124
Titus	3,636	9,648
Travis	3,138	8,080
Trinity	new	4,392
Tyler	1,894	4,525
Upshur	3,394	10,645
Uvalde	new	506
Van Zandt	1,348	3,778
Victoria	2,019	5,675
Walker	3,964	8,191
Washington	5,983	15,215
Webb	new	1,446
Wharton	1,752	3,380
Williamson	1,568	4,529
Wise	new	3,160
Wood	new	4,968
Young	new	592
Za Patta	new	1,248
Zavalla	new	26
Total	212,592	602,432

WISCONSIN.

Adams	187	6,497
Ashland	new	513
Bad Ax	new	11,012
Brown	6,215	11,797
Buffalo	new	3,865
Burnet	new	12
Calumet	1,743	7,896
Chippewa	615	1,895
Clark	new	789
Columbia	9,565	24,445
Crawford	2,498	8,071
Dallas	new	13
Dane	16,639	43,992
Dodge	19,138	44,499
Door	new	2,948
Douglas	new	828
Dunn	new	2,723
Eau Claire	new	3,164
Fond du Lac	14,510	34,155
Grant	16,169	31,207
Green	8,566	19,831
Green Lake	new	12,631
Iowa	9,525	18,998
Jackson	new	4,171
Jefferson	15,317	28,771
Juneau	new	8,704
Kenosha	10,734	13,516
Kewaunee	new	5,530
La Crosse	new	12,194
La Fayette	11,531	18,141
La Pointe	489	358
Manitouwoc	3,702	22,385
Marathon	508	2,934
Marquette	8,641	8,236
Milwaukee	31,077	62,564
Monroe	new	8,398
Oconto	new	3,600
Outagamie	new	9,588
Ozaukee	new	15,674
Pepin	new	2,397
Pierce	new	4,672
Polk	new	1,412
Portage	1,250	7,504
Racine	14,973	21,340
Richland	903	9,737
Rock	20,750	36,692
Sauk	4,371	18,894
Shawanan	new	8,829
Sheboygan	8,376	26,848
St. Croix	624	5,393
Trempleau	new	2,550
Walworth	17,862	26,506
Washington	19,485	23,635
Waukesha	19,258	26,849
Waupacca	new	8,855
Waushara	new	8,772
Winnebago	10,157	23,769
Wood	new	2,429
Total	305,391	775,873

NEBRASKA.

Buffalo	new	114
Burt	146	388
Butler	new	27
Calhoun	new	41
Cass	1,251	3,369
Cedar	new	246
Clay	new	165
Cuming	8	67
Dakotah	646	819
Dawson	new	16
Dixon	new	247
Dodge	313	309
Douglas	3,641	4,328
Ft. Randall Mil. Station	.....	353
Gage	new	421
Greene	new	16
Hall	new	116
Johnson	new	528
Jones	new	122
Kearney	new	474
Lancaster	125	153
L'Eau Qui Court	new	152
Merrick	new	44
Nemaha	1,277	3,149
Nicholls	new	22
Otoe	1,845	4,211
Pawnee Reservation	....	36
Pawnee	301	882
Platte and Madison	36	782
Polk	new	19
Richardson	529	2,835
Saline	new	29
Sarpye	new	1,201
Shorter	new	114
Washington	730	1,249
Marshall's Limits	....	1,792
Total	10,716	28,842

NEW MEXICO.

Arizona	new	6,483
Bernalillo	7,751	8,769
Dona Anna	new	6,239
Mora	new	5,566
Rio Ariba	10,668	9,849
Santa Anna	4,645	3,572
Santa Fe	7,713	8,114
San Miguel	7,074	13,714
Socorro	new	5,787
Taos	9,507	14,103
Valencia	14,189	11,321
Total	61,547	93,471

WASHINGTON.

Chehalis	new	285
Clallam	new	149
Clarke	643	2,276
Cowlitz	new	445
Island	new	294
Jefferson	new	530
King	new	302
Kitsop	new	545
Klickitar	new	221
Lewis	558	384
Pacific	new	421
Pierce	new	1,115
Skamania	new	225
Spokane	new	996
Suquamish	new	162
Thurston	new	1,507
Wahkiacum	new	42
Walla-Walla	new	1,327
Whatcom	new	352
Total	1,201	10,578
Colorado Territory	.....	34,197
Dakotah "	.....	4,839
Nevada "	.....	6,857
Utah "	11,380	40,295

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 30, 1861.

THE MORTGAGE BONDS ISSUED BY THE Rochester, Lockport and Niagara Falls Railroad Company, dated August 1, 1851, and due August 1, 1861, assumed by this Company under the Consolidation Agreement, will be paid at maturity upon the presentation and surrender of the Bonds at the Bank of Commerce in New York.

JOHN V. L. PRUYN,
31 Treasurer *pro tem.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 24, 1861.

THE Transfer Books of this Company will be closed at the close of business on Wednesday, the 31st day of July instant, and will be re-opened on the morning of Friday, the twenty-third day of August next.

JOHN V. L. PRUYN,
4t30 Treasurer *pro tem.*

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

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TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

RAILROAD IRON.

THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.

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NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

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New York, 1st June, 1859.

RAILROAD IRON.

THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.

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Cor. Nassau and Cedar Sts., N. Y.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

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13 Cliff Street, N. Y.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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70 Beaver st., New York.

RAILROAD IRON.

CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

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STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.

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DUNCAN, SHERMAN & Co., New York.
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AMERICAN EXPRESS Co., New York.
Hon. ERASTUS CORNING, Albany, N. Y.
Hon. C. VIBBARD, Albany, N. Y.
INTERNATIONAL BANK, Buffalo, N. Y.

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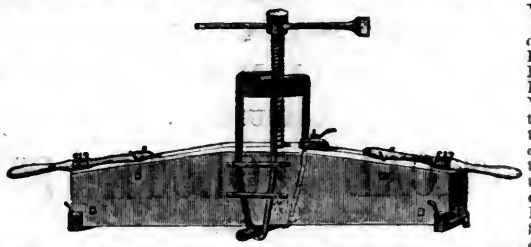
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SPECIAL NOTICE. Transfer of LETTERS PATENT.



WHEREAS Letters Patent, bearing date Nov. 1st, 1853, were granted by the Government of the United States to George Williston, of Brunswick, County of Cumberland, and State of Maine, for a Machine to straighten and curve Railroad Iron, giving and granting to said George Williston, his heirs, executors and assigns, for the terms of fourteen years from the date of said Letters Patent, the full and exclusive right and liberty of making, using and vending to others to be used, the said Machine, and whereas said George Williston sold and transferred one undivided half of his entire interest in said Letters Patent, to Wm. H. Lunt, of Bowdoinham, County of Lincoln and State of Maine, as will appear by reference to deed, date Nov. 2, 1853, recorded in the Patent Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—THEREFORE, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.

NEW YORK, July 10, 1861.

A. BRIDGES & CO.,
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COR. PERRY ST. AND OHIO BASIN SLIP.
T. D. PATCHIN, Lessee,
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LAP-WELDED BOILER FLUES,
1¼ to 8 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
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8.00 A. M., MAIL, for Dunkirk, and intermediate stations. This Train remains over night at Elmira, and proceeds the next morning.
9.00 A. M., MILK, *daily*, for Otisville, and intermediate stations.
11.00 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal stations.
4.00 P. M., WAY, for Middletown, Newburg, and intermediate stations.
5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo, Canandaigua, and principal stations. The Train of Saturday, stops at all Mail Train stations, and runs only to Elmira.
6.00 P. M., ACCOMMODATION, for Hornellsville, and principal stations.
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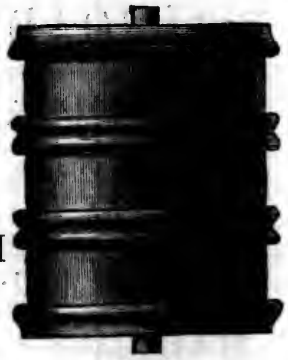
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AND

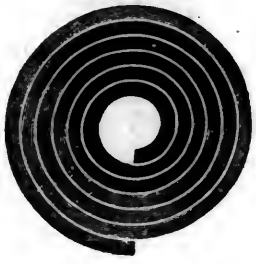
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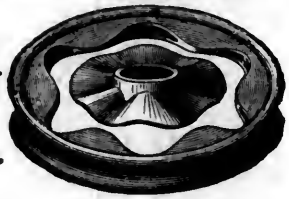
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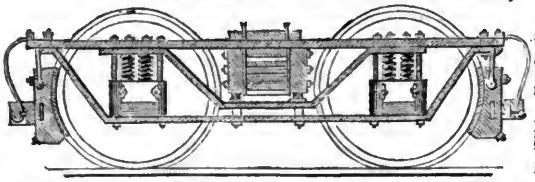
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Will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to **try** their **Durability** and **Elasticity**, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

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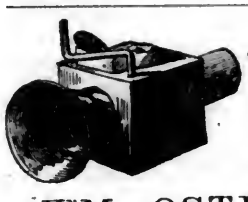
E. GOMEZ,
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Communicated by Major W. H. BELL, Major of Ordnance, to Colonel H. K. CRAIG, Chief of Ordnance, by order of Hon. JOHN B. FLOYD, Secretary of War.

WASHINGTON ARSENAL, December 10th, 1857.
COLONEL H. K. CRAIG, CHIEF OF ORDNANCE,
Washington, D. C.

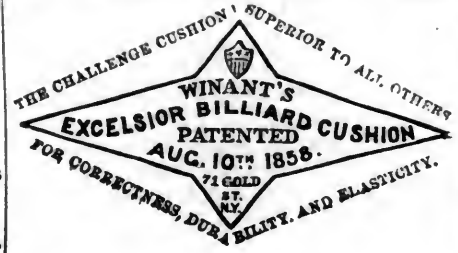
On the whole, this Train is considered a very great improvement over the old train of powder or match, and is susceptible of ranges of application to military and civil purposes or cases, far wider, more important, more numerous and useful, than the old train now in use could ever be applied to.

I am, sir, most respectfully, your obd't servant,
W. H. BELL, Major of Ordnance.



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GESNER'S, Chemists & Engineers.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVII., No. 33.] SATURDAY, AUGUST 17, 1861. [WHOLE No. 1,322, VOL. XXXIV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 17, 1861.

Concord Railroad.

This company was chartered June 27, 1835. The construction of the road was commenced in 1841. It was opened for public use from Nashua to Manchester, July 1, 1842; to Hooksett, July 26, 1842; and to Concord, Sept. 7, 1842—total length of line, 34.53 miles. The laying of a second track was commenced in 1846, and completed in 1848. In November, 1856, a contract was entered into between this company and the Manchester and Lawrence Railroad Company, to continue for five years from December 1, 1856, whereby the former undertook to operate and maintain the road of the latter, and also the Methuen Branch (extending from the city of Lawrence to the boundary line of New Hampshire, leased to and forming a portion of the line of the Manchester and Lawrence, which lease was transferred to the Concord Company), and to divide the net profits of the entire business in proportion to their respective capitals—that of the Concord Railroad Company being established at $1,500,000; the Manchester and Lawrence, $1,000,000; and the Methuen Branch, $110,000—in all $2,610,000. The length of the Manchester and Lawrence, including the Methuen Branch, is 26.47 miles. The length of the united line is 61 miles.

On the 11th of September, 1858, the Concord Company, with the concurrence of the Manchester and Lawrence Company, took a lease of the Concord and Portsmouth railroad for a period of five years, agreeing to maintain and operate the same, and to pay an annual rent of $15,500, and to expend the further sum of $2,500 annually in permanent repairs.

The receipts of the joint line for the year ending March 31, 1861, was as follows:

From passengers		$175,144 42
" freight		290,376 33
" express, mails, rents & interest		19,880 65
Concord and Portsmouth net receipts		12,081 24
Total gross receipts		$497,482 64
The expenses were:		
Repairs of road	$44,331 25	
" engines	23,583 10	
" cars	30,717 73	
" buildings, bridges, etc.	15,885 72	
Wood	50,345 71	
Oil and waste	4,959 17	
Insurance and taxes	4,421 18	
All other expenses	59,343 54	
		233,587 40
Earnings less expenses		$263,895 24
From which there has been paid—		
Taxes on capital stock	$14,274 67	
Rent of Methuen Branch.	8,800 00	
New passenger depot.	10,000 00	
Manchester and Lawrence Railroad, 2-5ths	92,328 00	
		125,402 67
Net earnings of Concord Railroad		$138,492 57
Two dividends of 4 per cent. each		120,000 00
Leaving a balance of		$18,492 34
Contingent fund as per last report		70,635 12
Received on interest account		648 48
		$89,775 94
From which deduct year's proportion for liquidation of contract with Passumpsic road		6,000 00
Making the present amount of contingent and deteriorating account of the Concord road		$83,775 94

The track, road-bed, engines, cars, depots, etc. have been kept in thorough repair. The woodwork of 24 freight cars has been renewed. A new locomotive and 11 new freight cars, including wheels and axles, have been added. 1,691 rails have been re-rolled, and 5,921 welded anew at the ends and replaced, and 30,000 sleepers have been laid.

The entire tonnage of the Concord, Manchester and Lawrence road, on its own road, and in connection with the upper and lower roads, has been 309,504 tons, equal to 9,930,109 tons barried one mile. The total number of passengers carried in the cars has been 220,918—equal to 5,624,112 passengers carried one mile, or 92,198 over the whole length of the road. Miles run by passenger trains, 152,710; by freight trains, 199,857; by other trains, 10,123—total miles run, 362,690. The report says:

Our present contract with the Manchester and Lawrence Railroad, which expires on the first of December next, has been extended, by a business connection, ensuring substantially the same results with the present contract, and is to continue twenty years. This contract has been submitted to the stockholders of both roads, and has received their approbation. Our other connections remain, for the most part, as before.

The road is every way well equipped, and in order for the prompt and efficient transaction of business. The difficulties of the times have affected us less thus far than we had anticipated, and we feel much confidence in the prosperity of the road for the coming year. Should its business interests be affected injuriously, we believe the income of the road will compare favorably with that of other roads, and with the value realized from other investments.

BALANCE SHEET, April 24, 1861.

	Dr.
Construction	$1,500,000 00
Notes receivable	215 00
Telegraph stock	2,350 00
Wood lot	12,560 28
Concord, Manchester and Lawrence Railroad	74,456 63
Cash	54,592 53
	$1,644,174 44
	Cr.
Capital stock	$1,500 000 00
Contingent fund	83,775 94
Earnings, (dividend No. 37)	60,000 00
Unpaid dividends	398 50
	$1,644,174 44

The following table will show the cost, earnings, expenses, etc., yearly, since 1843:

Year.	Cost of road.	Gross earnings.	Expenses.	Net Earnings.	Dividend.	p.c.
1843....	$725,050	$70,912	$27,184	$43,728	$36,252	5
1844....	742,223	139,080	65,167	73,913	66,315	9
1845....	756,441	181,842	82,929	98,913	97,500	13
1846....	777,581	228,479	135,055	93,424	80,000	10
1847....	1,042,718	290,228	176,453	113,775	100,000	10
1848....	1,350,000	311,236	180,698	130,538	120,135	10
1849....	1,350,000	318,257	179,872	138,385	135,000	10
1850....	1,386,788	296,808	148,934	147,974	133,650	9
1851....	1,390,598	307,862	170,796	136,966	108,950	7
1852....	1,398,347	337,884	170,062	167,822	133,650	9
1853....	1,409,097	304,426	177,472	126,954	118,800	8
1854....	1,433,503	329,744	199,007	130,737	118,800	8
1855....	1,477,776	352,033	245,689	106,241	105,000	7
1856....	1,477,733	335,949	224,502	111,447	90,000	6
1857....	1,500,000	317,050	201,299	116,751	90,000	6
1858....	1,500,000	260,961	157,965	102,995	90,000	6
1859....	1,500,000	275,795	147,429	128,366	120,000	8
1860....	1,500,000	277,680	142,664	135,016	120,000	8
1861....	1,500,000	298,489	159,997	138,492	120,000	8

The operations of 1843, are from Sept. 30, 1842, to April 30, 1843. Of 1852, from May 1, 1851, to March 31, 1852.

The stock on hand in repair shops, March 31, 1861, amounted to $36,541 64; for repairs of road, $19,358 67; wood, $26.698 86; oil and waste, $202 79—total, $78,801 96.

The office of this company is at Concord, N. H. The directors are:

President—N. G. UPHAM.

Directors—N. G. Upham, Isaac Spaulding, Josiah Stickney, Charles H. Peaslee, Uriel Crocker, F. C. Manning, J. S. Kidder.

Treasurer—N. P. LOVERING.

Superintendent—J. A. GILMORE.

Virginia and Tennessee Railroad,

The Virginia (originally "Lynchburg") and Tennessee Railroad Company was chartered on the 24th March, 1848, with a capital of $3,000,000, and authorized to construct a railroad from Lynchburg, through the south-western part of Virginia, to the Tennessee line. The name of the company was changed to that it now bears by an act passed on the 6th March, 1849. By the same act the State was authorized to subscribe to the capital stock in the proportion of 18 shares for every 15 shares subscribed by others. This proportion was altered by a subsequent act, passed on the 20th February, 1851, to three-fifths of the whole capital.

The company was organized on the 19th August, 1848. Construction was begun at Lynchburg on the 16th January, 1850, and the road completed and opened for traffic in September, 1851, to Goode's Station, a distance of 15 miles. On the 30th March, 1852, it was opened to Liberty, 25 miles; on the 4th July to Buford's, 37 miles; on the 25th September to Bonsack's, 47 miles; on the 1st November to Big Lick, 53 miles, and on the 15th December to Salem, 60 miles from Lynchburg.

The cost of the road to this point had consumed the whole available amount of the original capital. To supply further means for the prosecution of the work, an issue of $1,500,000, in 6 per cent. bonds, was determined upon, and by an act passed on the 7th December, 1852, an increase of stock to the same amount was authorized. Of these bonds $1,000,000 was subsequently cancelled, the State having granted to the company a loan of $1,000,000. The remaining bonds were issued to individuals. Chiefly with the proceeds of these securities the road was completed to Big Spring, 73 miles, on the 10th August, 1853, and to Christiansburg, 86 miles from Lynchburg, on the 1st April, 1854.

On the 15th March, 1854, a second mortgage for $500,000 was executed, but of this only $23,500 had been issued when the company resolved to cancel the remainder, and execute a new mortgage for $1,000,000, a sum then considered sufficient to complete and equip the road. The enlarged mortgage bonds were issued on the 1st July following, and made payable, principal and interest, in New York. In June, 1854, the road was opened to Central Depot, 96½ miles from Lynchburg; on the 1st July to Newbern, 104½ miles; on the 23d October to Max Meadow, 124⅓ miles, and on the 14th December to Wytheville, 132½ miles.

In the year 1855 the Salt Works Branch was commenced, and the main line completed a further distance of 22 miles. It was opened to Mount Airy, 145½ miles from Lynchburg, on the 16th October, and to Atkins, 154 miles, on the 10th December.

By an act passed on the 13th March, 1856, the capital stock was increased by $500,000. In the same year an income mortgage was executed, and also a special mortgage on the Salt Works Branch. The new capital was taken by the State in preferred stock, and paid for in 6 per cent. registered State bonds. By the end of the year the road was opened to the State line, having been finished to Marion, 160 miles from Lynchburg, on the 1st April; to Glade Spring, 176 miles, on the 20th June; to Abingdon, 189 miles, on the 13th August, and to Bristol, 204.24 miles, on the 1st October. The Salt Works Branch was completed on the 22d September of the same year, at a cost of $245,552. The whole cost of the road and equipment to the end of this year was about $6,750,000, and has since been increased to $7,180,000.

The main road is 204.24 miles long, and is laid with rail weighing from 56 to 60 pounds to the yard. The branch is 9.42 miles long, and is laid with 50 pound rails. The sum of ascents westward is 5,384 feet, and eastward, 4,194 feet—the whole ascent and descent being 9,558 feet, or on the average 46.8 feet per mile. The maximum grade westward is 68 feet per mile for 48.66 miles, and eastward 60 feet per mile for 46.49 miles. The sum of the straight lines is 110.95 miles, and of the curved lines 93.29 miles, the whole curvature being 179.54 degrees, averaging on the curved part of the road 3.38 degrees to the mile. The maximum radius on the main line is 2,730 feet, and the minimum radius 716 feet. The structures on the road are—bridges 242, culverts 420, and buildings, as depots, stations, shops, etc., 210. Miles unfenced 113.52; switches 41; cross-ties, 2,132 to the mile; chairs (cast iron, weighing 18 pounds,) 540 to the mile; total weight of rail 23,083 tons, laid on 220.36 miles of road, branch and sidings, etc., averaging 104.9 tons to the mile.

SHARE CAPITAL—Authorized $5,000,000 in 50,000 $100 shares.

Subscribed by State		$2,300,000
"	by others	1,204,300
Paid in by State—	plain stock	1,693,725
" "	guarantied	76,800
" "	preferred	500,000
Paid in by others—	plain stock	1,124,848
" "	guarantied	51,200
" "	preferred	4,300

The guarantied and preferred stocks call for 6 per cent. dividends.

FUNDED DEBT—$3,175,000, classified as follows:

State of Virginia 6 per cent. loan, $1,000,000—issued 29th August, 1853, and payable, principal in 31 years and interest semi-annually, 1st January and 1st July, in the city of Richmond. This loan is a first lien on the property, franchises and income of the company. A sinking fund of one per cent. per annum paid in semi-annual instalments is provided for its liquidation which if promptly paid to the State will cancel the loan in 34 years.

1st Mortgage 6 per cent. coupon bonds, $500,000—issued in January, 1853, and payable, principal 31st December, 1872, and coupons semi-annually, 1st January and 1st July in the city of New York. The security for this debt is co-relative with that of the State loan. Sinking fund, one per cent. per annum, in semi-annual instalments.

2d (fractional) *Mortgage 6 per cent. coupon bonds*, $23,500—issued 1st January, 1854, and payable principal 31st December, 1868, and coupons semi-annually 1st January and 1st July in the city of New York. The whole provision under this mortgage was for $500,000; but after the issue of the above amount (which realized only $18,360) the remaining bonds were cancelled and a new mortgage for $1,000,000 executed. Sinking fund one per cent. per annum in semi-annual payments.

2d (enlarged) *Mortgage 6 per cent. coupon bonds*, $1,000,000—issued 1st July, 1854, and payable, principal 30th June, 1884, and coupons semi-annually, 1st January and 1st July, in the city of New York. These bonds have preference immediately after the 2d (fractional) bonds. Realized $716,959. Sinking fund one per cent. per annum in semi-annual instalments.

Salt Works Branch 6 per cent. mortgage bonds, $203,000—issued 1st January, 1855, and payable 1st January, 1858-'59-'60 and '61. Interest 1st January and 1st July. Sinking fund $1 per ton on the export tonnage.

Income Mortgage 6 per cent. bonds, $448,500—issued 1st January, 1856, and payable, principal 31st December, 1865, and interest semi-annually 1st January and 1st July in Lynchburg. Sinking fund—all the net income of the company after paying for current expenses, necessary equipment, and the interest and sinking funds of previous loans and interest on the preferred stock.

FLOATING DEBT—$571,958; in detail as follows:—

Bills and notes	$143,794
Plain bonds	4,742
Contractors	3,586
Salaries	4,555
Other roads	125
Interest on preferred stock	1,665
Open accounts	64,424
Negro hires	26,971
Interest on State loan	292,622
State advance	29,475

PASSENGER TRAFFIC FOR THE YEAR ENDING 30th June, 1860.

	1st Class Passengers—Through.	1st Class Passengers—Way.	1st Class Passengers—Total.	2d Class Pass'rs.	Free Pass'rs.	Total Pass'rs.	Passengers carried 1 m.
Eastward	14,107	31,533	45,640	7,007	503	53,150	5,010,793
Westward	22,608	35,649	58,257	8,485	597	57,339	5,382,516
Total	36,715	67,182	103,897	15,492	1,100	110,489	10,392,309

FREIGHT TRAFFIC FOR THE YEAR ENDING 30th June, 1860.

Classes of Tonnage.	Eastward. Tons.	Eastward. Mileage.	Westward. Tons.	Westward. Mileage.	Both ways. Tons.	Both ways. Mileage.
Products of the forest	1,266	100,249	1,031	21,507	2,297	121,757
Do. of the mines	6,794	606,229	2,653	140,253	9,447	746,582
Do. of animals	5,608	871,564	362	65,095	5,970	936,659
Vegetable food	17,133	1,901,529	222	11,088	17,353	1,912,617
Other agricultural products	3,050	262,640	218	17,586	3,268	280,226
Manufactures	7,057	536,381	11,951	1,270,378	19,009	1,806,759
Merchandise	52	4,663	9,444	1,263,352	9,496	1,268,015
All other articles	304	22,835	916	98,049	1,220	120,885
Total	41,264	4,306,090	26,798	2,887,409	68,062	7,193,499

PASSENGER AND FREIGHT TRAFFIC FROM COMMENCEMENT.

Years.	Miles open.	Passenger Traffic. East-ward.	Passenger Traffic. West-ward.	Passenger Traffic. Total.	Passenger Traffic. Mileage.	Freight Traffic. East-ward.	Freight Traffic. West-ward.	Freight Traffic. Total.	Freight Traffic. Mileage.
1852 (6 mos.)	32	.....	.....	.....	.....	2,366	1,633	3,999	.....
1853	58	.....	.....	29,208	.....	11,248	7,983	19,241	.....
1854	85	.....	.....	58,435	.....	15,708	9,608	25,316	.....
1855	131	31,500	32,503	64,003	2,627,000	17,836	9,675	27,511	2,125,894
1856	162	33,142	34,709	67,851	2,886,850	21,817	11,058	32,875	2,680,206
1857 (9 mos.)	213⅔	23,361	26,149	49,510	2,314,662	20,794	11,659	32,453	3,133,719
1858	213⅔	35,811	36,383	72,194	4,461,589	34,234	17,566	51,800	.....
1859	213⅔	45,603	52,951	98,554	9,259,016	40,973	18,181	59,154	7,133,719
1860	213⅔	53,150	57,339	110,489	10,392,309	41,264	26,798	68,062	7,193,499

COST, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Cost of Road and Equipment.	Miles open.	Gross Earnings. Pass'r Earnings.	Gross Earnings. Freight Earnings.	Gross Earnings. Mail, etc. Earnings.	Gross Earnings. Total Earn'gs.	Current Expenses.	Earnings less Expens.
1852 (6 mos.)	$2,145,734	32.00	$15,305	$9,196	$.....	$24,501	$15,663	$8,838
1853	3,238,209	58.00	43,358	63,149	2,673	109,180	66,531	42,649
1854	4,642,732	85.00	63,581	96,759	3,607	163,947	100,792	63,155
1855	5,469,780	131.00	97,129	149,916	8,875	255,920	129,591	126,329
1856	6,268,922	162.00	115,474	188,349	18,225	322,048	156,972	165,076
1857 (9 mos.)	6,582,371	213.66	90,844	190,176	17,458	298,478	163,671	134 807
1858	6,765,155	213.66	164,700	273,303	30,180	468,183	244,950	223,233
1859	7,100,527	213.66	297,260	323,966	51,668	672,894	394,135	278,759
1860	7,179,595	213.66	346,330	336,943	57,214	740,487	392,530	347,957
Total (8¼ y.)	49,393,025	1,322.64	1,233,981	1,631,767	189,900	3,055,638	1,664,835	1,390.803
Average	5,987,034	160.32	149,572	197,789	23,020	370,381	201,796	168,584

No dividends have been declared.

COST OF ROAD AND EQUIPMENT—$7,179,595: in detail as follows—

Graduation	$2,311,929
Masonry	151,196
Iron and superstructure	1,907,370
Bridge superstructure	159,292
Engineering expenses	134,836
Land damages	95,080
Real estate	52,974
Personal property	6,033
Depot and water stations	231,744
Station buildings	6,418
Engine and car houses	10,168
Carpenter and blacksmith shops	18,084
Machine shops	32,126
Tools and machinery	7,652
Rolling stock	724,022
Passenger cars	24,569
Freight cars	76,436
Baggage, mail and express cars	11,735
Other cars	714
Discount on bonds	427,671
Interest and exchanges	314,331
Miscellaneous expenses	184,894
Sundries	43,769
Salt Works Branch	245,553

OPERATIONS FOR THE YEAR ENDING June 30, '60.

Miles run by passenger trains	278,257
" " by freight "	158,001
" " by passenger cars	1,094,904
" " by freight "	1,340,570
Passengers carried	110,489
" " one mile	10,392,309
Tons of freight carried	68,062
" " " one mile	7,193,499

Gravel, construction and wood trains (not included in the above) were hauled 43,935 miles.

EARNINGS AND EXPENSES

for year ending 30th June, 1860.

Earnings—

Transportation of freight	$336,943
" passengers	346,330
" express	15,007
" U. S. mail	41,000
Rents on trains and fruit stands	547
Rents on buildings	660
Total	$740,487

Running Expenses—

Repairs of road, etc.	$119,945
" engines and cars	80,614
Train expenses	74,672
Fuel	41,436
Oil and grease, $8,662, and waste, $2,060	10,722
Depot expenses	37,897
Office expenses and stationery	2,588
Salaries, $11,880; taxes, $11,289	23,169
Insurance, 2,165; damages and loss, $322	2,487
Receipts over expenses	347,957
Total	$740,487

TREASURER'S STATEMENT

for the year ending 30th June, 1860.

Receipts—

Balance per last account		$104,875
Earnings of last year	$44,617	
" 1860	739,951	
		784,568
Amount received of Auditor		2,418
Interest		3,991
Bills receivable		22,048
Sales bonds		16,313
Borrowed of banks, etc.		166,255
Total		$1,100,468

Disbursements:—

Bills payable	$439,355
Paymaster	227,856
Coupons	124,095
Salt Works Branch bonds	19,000
State interest, etc.	71,258
Plain bonds	2,410
Auditor's drafts	8,412
Debts to individuals	102,790
Land damage	25,000
Balance on hand and in bank	80,291
Total	$1,100,468

ABSTRACT OF BALANCE SHEET 1853 TO 1860.

Resources—	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Capital unpaid	$153,309	$99,997	104,135	344,448	85,423	84,101	52,357	52,387
Cost of property	3,238,209	4,642,732	5,469,780	6,268,922	6,582,371	6,765,155	7,100,527	7,179,595
Transportation expenses	100,568	173,842	219,283	396,928	599,943	673,663	1,069,798	1,586,474
Other accounts and assets	55,778	307,573	352,217	275,599	467,867	663,558	1,007,760	1,377,280
Cash on hand	146,286	94,462	39,433	76,004	86,030	63,781	104,812	89,922
Total	$3,794,150	$5,318,606	$6,184,848	$7,361,896	$7,771,634	$8,240,258	$9,333,264	$10,285,658
Liabilities—								
Capital held by State	$1,673,800	$1,777,400	$1,798,000	$2,298,900	$2,298,900	$2,298,900	$2,298,900	$2,298,900
" others	1,129,600	1,197,700	1,202,800	1,202,700	1,204,200	1,204 300	1,206,480	1,206,300
State loan	613,958	996,300	991,446	991,446	1,000,000	1,000,000	1,000,000	1,000,000
1st mortgage bonds	94,000	292,000	493,000	488,000	500,000	500,000	500,000	500,000
2d do. (fractional) do.	.....	.....	23,500	23,500	23,500	23,500	23,500	23,500
3d do. (enlarged) do.	.....	.....	586,000	999,000	1,000,000	1,000,000	1,000,000	1,000,000
Salt Works Branch do.	.....	.....	37,500	186,000	203,000	203,000	203,000	203,000
Income bonds	.....	844,707	.....	.....	.....	16,500	431,000	448,500
Other liabilities	166 829	210,499	679,721	670,495	669,219	653,253	462,928	852,962
Receipts from transp't'n.	115,933		403,881	501,915	872,515	1,340,805	2,018,496	2,752,496

The equipment of the road consists of 39 locomotive engines; 27 passenger; 14 mail, baggage

and express, and 363 freight, etc., cars:—total, 404 cars.

BALANCE SHEET (Auditors), July 1st, 1860.

(*Synopsis of Transactions of Company from organization.*)

	Dr.
Road, equipment, etc.	$6,583,285
Salt Works Branch, etc.	249,461
Interest to State and individuals	455,133
Insurance and taxes	67,079
Law expenses	11,162
One-half of salaries (other half charged to running account)	38,637
Telegraph stock, 24 shares	2,400
New telegraph line	1,765
New iron and ballasting	26,923
State on account of interest and 1 p. c.	147,970
" " temporary loan	60,525
Coupons	543,667
Dividends on preferred stock	19,670
Salt Works bonds	156,000
Repairs of road, engines & cars. $911,283	
Running expenses 675,192	
	1,586,475
Sundry resources	283,129
Total	$10,233,271

	Cr.
Capital paid in by State	$2,270,525
" " " others	1,182,288
State loan $1,000,000	
" advance 90,000	
	1,090,000
Mortgage bonds	2,175,000
Premiums on mortgage bonds	7,635
Interest on State bonds $13,425	
" income " 2,887	
	16,312
Sundries	8,911
Discounts, etc., 1859-'60	163,237
Earnings of road	2,762,496
Floating debt	571,958
Total	$10,233,271

LENGTH OF ROAD—Lynchburg to Bristol (Tennessee State line), 204.24 miles. Sidings and turn-outs, 9.26 miles.

Saltville Branch—Glade Spring to Saltville, 9.42 miles. Sidings and turn-outs 0.60 mile.

The following are the officers and directors for 1860-'61:

President—R. L. OWEN, Lynchburg, Va.

Directors elected by stockholders—R. L. Owen, Henry Davis, Lynchburg, Va.; J. M. Preston, Abingdon, Va.

Directors appointed by State—W. Ballard Preston, Blacksburg, Va.; J. F. Johnson, Liberty, Va.; C. H. Lynch, Lynchburg, Va.

Treasurer—F. G. MORRISON, Lynchburg, Va.

Secretary—W. H. HUGHES, "

Superintendent—E. H. GILL, "

Master of Mach'y—R. H. ANDERSON, "

The principal office is at Lynchburg, Campbell Co., Va.

Interest and Dividends.

The New York Central Railroad Company has declared a semi-annual dividend of 3 per cent. payable 20th August in Albany, New York and Boston; and on the 20th September in London.

The Oswego and Syracuse R. R. Co. has declared a semi-annual dividend of 3 per cent. payable on the 20th inst. to stockholders in this city by H. A. Oakley, Esq., Transfer Agent, at the office of the Howard Insurance Company. Dividends not called for within thirty days will be paid only at the Treasurer's office, Oswego.

The New York and New Haven Railroad Company has declared a dividend of 3 per cent., payable on demand at the office of the Company, cor. of 4th Avenue and 27th st.

The Mine Hill and Schuylkill Haven Railroad Company has declared a semi-annual dividend of $2 50 per share, payable August 22.

United States Census.

(*Compiled from the official Returns.*)

(Continued from p. 582.)

MAINE.

Counties.	1850.	1860.
Androscoggin	new	29,725
Aroostook	12,529	22,479
Cumberland	79,538	76,592
Franklin	20,027	20,403
Hancock	34,372	37,758
Kennebec	62,521	55,655
Knox	new	32,716
Lincoln	74,875	27,854
Oxford	39,763	36,698
Penobscot	63,089	72,731
Pisquataquis	14,735	15,032
Sagadahock	new	21,790
Somerset	35,581	36,754
Waldo	47,230	38,447
Washington	38,811	42,535
York	60,098	62,107
Total	533,169	628,276

MARYLAND.

Alleghany	22,769	28,348
Anne Arundel	32,393	23,901
Baltimore	210,646	266,554
Calvert	9,646	10,447
Caroline	9,692	11,129
Carroll	20,615	24,532
Cecil	18,939	23,863
Charles	16,162	16,517
Dorchester	18,877	20,461
Frederick	40,987	46,576
Harford	19,356	23,415
Howard	new	13,338
Kent	11,386	13,267
Montgomery	15,860	18,322
Prince George	21,549	23,327
Queen Anne	14,484	15,961
St. Mary's	13,698	15,214
Somerset	22,456	24,992
Talbot	13,811	14,795
Washington	30,848	31,414
Worcester	18,849	20,661
Total	583,034	687,034

MASSACHUSETTS.

Barnstable	35,276	35,990
Berkshire	49,591	55,120
Bristol	76,192	93,795
Dukes	4,540	4,403
Essex	131,300	165,610
Franklin	30,870	31,434
Hampden	51,283	57,365
Hampshire	35,782	37,824
Middlesex	161,389	216,351
Nantucket	8,452	6,094
Norfolk	78,892	109,950
Plymouth	55,697	64,768
Suffolk	144,517	192,701
Worcester	130,789	159,660
Total	994,514	1,231,065

MISSISSIPPI.

Adams	18,601	20,165
Amite	9,694	12,336
Attala	10,991	14,168
Bolivar	2,577	10,471
Calhoun	new	9,518
Carroll	18,491	22,038
Chickasaw	16,369	16,426
Choctaw	11,402	15,740
Claiborne	14,941	15,680
Clarke	5,477	10,771
Coahoma	2,780	6,606
Copiah	11,794	15,399
Covington	3,338	4,408
De Soto	19,042	28,886
Franklin	5,904	8,265
Greene	2,018	2,232
Hancock	3,672	3,139
Harrison	4,875	4,819
Hinds	25,340	31,342
Holmes	13,928	17,794
Isaquena	4,478	7,831
Itawamba	13,528	17,695
Jackson	3,196	4,122
Jasper	6,184	11,007
Jefferson	13,193	15,349
Jones	2,164	3,323
Kemper	12,517	11,682
La Fayette	14,069	16,135
Lauderdale	8,717	13,313
Lawrence	6,478	9,213
Leake	5,533	9,324
Lowndes	19,544	23,625
Madison	18,173	23,382
Marion	4,410	4,686
Marshall	26,986	28,820
Monroe	21,172	21,283
Neshoba	4,728	8,343
Newton	4,465	9,661
Noxubee	16,299	20 666
Oktibbeha	9,171	12,982
Panola	11,444	13,794
Perry	2,438	2,606
Pike	8,360	11,135
Pontotoc	17,112	22,114
Rankin	7,227	13,637
Scott	3,961	8,140
Simpson	4,734	6,080
Smith	4,071	7,638
Sunflower	1,102	5,019
Tallahatchie	4,643	7,892
Tippah	20,741	22,550
Tishemingo	15,490	24,149
Tunica	1,314	4,367
Warren	18,129	20,710
Washington	8,389	15,679
Wayne	2,892	3,691
Wilkinson	16,914	15,935
Winston	7,956	9,811
Yallabusha	17,258	16,980
Yazoo	14,418	22,373
Total	606,526	791,395

NEW HAMPSHIRE.

Belknap	17,721	18,548
Carroll	20,157	20,464
Cheshire	30,144	27,434
Coos	11,853	13,162
Grafton	42,343	42,259
Hillsboro'	57,478	62,140
Merrimac	40,337	41,408
Rockingham	49,194	50,122
Strafford	29,374	31,494
Sullivan	19,375	19,041
Total	317,976	326,072

NEW JERSEY.

Atlantic	8,961	11,786
Bergen	14,725	21,618
Burlington	43,203	49,730
Camden	25,422	34,457
Cape May	6,433	7,130
Cumberland	17,189	22,605
Essex	73,950	98,875
Gloucester	14,655	18,444
Hudson	21,822	62,717
Hunterdon	28,990	33,654
Mercer	27,992	37,411
Middlesex	28,635	34,810
Monmouth	30,313	39,345
Morris	30,158	34,679
Ocean	10,032	11,176
Passaic	23,569	29,013
Salem	19,467	22,458
Somerset	19,692	22,057
Sussex	22,989	23,855
Walworth	22,358	28,434
Union	new	27,781
Total	489,555	672,031

(To be continued.)

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2				Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,586	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5				*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,088	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	...	...	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
— — '59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	82.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,536	19.3	.....	10,255	1,504	—	.....
— — '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	.....	133.5	...	...	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	—	—	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	—	—	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	—	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	.....	58
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,286	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	40
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	—	—	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,024,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	.....	65½
— — '57	175.0	—	.....	—	...	...	.....	Great Western	5,922,926	*	—	1,600,000	3,088,426	334,500	5,922,926	175.0	.....	—	—	—	—
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,950	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	64
— — —	—	—	—	81.5	...	...	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	—	—	—	—
— — —	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	—	—	—
— — —	—	—	.....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
— — '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	—	—	—	—
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
— — —	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	—	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	—	—	—	—
— — —	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	—	—	—	—
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
— — '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	—	—	—	—
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
— — '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	—	—	—	—
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,842,768	50.0	.....	—	—	—	—
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	—	—	—	—
— — —	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	—	—	—	—
— — '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	—	—	—	—
— — '58	18.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	.....	— }	...	...	.....	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,824	54,274	7	80
30 Jun. '60	65.1	—	.....	— }	12	10	165	{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,209	9,455,250	269.0	613,803	716,478	371,122	—	.....
— — '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	—	—	—	—
— — —	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	—	—	—	—
31 Dec. '60	50.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,220	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206.0	—	.....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	752,774	.....	—	.....
31 Aug. '60	53.7	—	.....	185.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,062,691	*	—	1,283,015	249,969	108,434	1,710,519	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,038	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412			180,497	300,000	75,000	.....					—	----
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	---	---	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,208	2,305,788	6	41
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,524,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,389	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	14½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	154,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,253	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	106
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000	.....	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000		5,045,630	120.7	456,825	684,685	327,590	4	64½
30 Nov. '60	19.9	1.3	3.6	—	---	---	---	Essex	742,592	4,416		299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	97
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	---	---	---	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	----	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	140	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	5	----
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	---	---	---	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891		—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	---	---	---	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usatonic.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	---	---	---	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	111½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada							----
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	41½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	14½
-- -- --	—	—	—	89.8	—	—	—	*Pori Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	----
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....					—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	---	---	---	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	853,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	.....	.....	.....	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Mass.		—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112
31 Dec. '60	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000			1,488,121	.....	.....	.....	.....	.....	.....	.....	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	---	---	---	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	.....	----
31 Dec. '60	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	.....	.....	.....	Warren	1,740,713	*		1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	----
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
				140.0				NEW YORK. Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		ope	r. by Re	ns. & S	arat.		
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559			ope	r. by W	estern.		6	100
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5		7.0			28		Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	
30 Sep. '60	24.7	0.9	23.4	5.5		158		Brooklyn City	926,356	335,870		1,000,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '60	142.0		14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954		
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4		2.1					Chemung	400,000			380,000	70,000		450,000	ope	r. by Er	ie.	24,000	6	
30 Sep. '60	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope	r. by Er	ie.	30,000	6	
30 Sep. '60	17.3		3.0					Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0		115.1		58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		33
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454		9½
30 Sep. '60	297.8	258.1	313.8		211	237	3,171	New York Central	31,106,094		963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	74
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406		26
30 Sep. '60	138.0	2.1	29.6		33	93	576	New York and Harlem	8,022,786	*		5,717,100	6,055,752			152.9		1,142,851	433,716		10½
30 Sep. '60	8.0				2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '60	99.0		....					Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.			
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,060		
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4		2.3		6	4	33	Pottedam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748		75.4	79,240	80,611	37,436		
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	209,353	131,525	6	
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			557,560	150,000	19,980		ope	r. by B.,	N. Y. &	E. 22,047		
30 Sep. '60	18.0		1.0				1	Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54		
30 Sep. '60	21.0		1.6		2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			ope	r. by Ren	s. & Sar.		5	
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	320,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113		
30 Sep. '60	13.0		0.3		2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800		
30 Sep. '60	81.3		7.6		13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,153	121,065		81.0	191,579	227,488	139,817		
30 Sep. '60	31.9		3.5		10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155		112.0	280,643	312,066	160,237		
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,073		274,400				ope	r. b. Hud	s. River.		6	
30 Sep. '60	2.1		2.1					Troy Union	752,601			30,000	680,000			ope	r. by oth	er Co's.			
30 Sep. '60				10.0				Warwick Valley	84,295			54,500	4,500	14,500							
30 Sep. '60	96.7		11.0		17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067	10	
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0		....					North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0		....					Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0	....		23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '59	161.9		....		24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118.2		....		17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508		
1 Aug. '59	137.0		....		41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356		
31 Mar. '61	60.3		....		22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,392	198.3	382,987	644,229	282,700	7	
31 Dec. '60	30.0		....	69.1				Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8		....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8	....		42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,084,692	574,275	12	94½
31 Dec. '60	67.0		....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003		89
31 Dec. '60	95.4	1.2	37.9		30	42	470	Clev., Painesville & Ashtabula	3,221,636	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....		42	....	....	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
31 May '61	109.2	79.4	....		32	45	409	Cleveland and Toledo	6,597,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		919,971	498,956		29½
31 Dec. '58	61.4		....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0		....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0		....					Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054		
31 Aug. '60	36.6		....		5	3	87	Dayton and Western	999,173	104,912		307,246	716,000	80,845	1,104,086	36.6		62,025	3,565		
31 Aug. '58	16.0		....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '60	45.0		....		6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0		152,328	43,865		
-- -- '59	36.0		....	84.0				Fremont and Indiana													
31 Aug. '58	32.0		....		6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573		
30 Nov. '58	13.0		....	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	841,591	8	70
31 Dec. '58	173.8	21.6	....		33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452		
30 Apr. '61	192.3		....		48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		898,818	169,943		1½
31 Aug. '58	117.0	8.0	....		17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '59	153.9	52.0	....		39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9		577,958	211,894		
31 Dec. '60	116.0	9.0	....		13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,385,200	132,063	2,588,876	125.0		185,934	34 167		
30 Nov. '58	55.6		....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5		....	23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8		....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '60	243.0		....		35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0		861,722	373,772		
								PENNSYLVANIA.													
31 Jan. '61	45.0		3.0	136.2	4	6	97	Alleghany Valley					378,455	62,624		45.0	61,634	94,342	45,161		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1 410,900	2,000		1,412,900	20.5		311,201	164,554	10	69½
31 Dec. '60	63.5		3.5		22	14	300	Catawissa	3,403,500	*		3,350,000	53,500			146.0					5½
30 Sep. '60	52.5		3.2		11	8	66	Cumberland Valley	1,192,111	*		756,900	270,500	48,358	1,296,568	52.5		182,678	116,822	8	
31 Dec. '60	110.8	2.3	36.0		74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		2,191,336	1,316,688	6	70
30 Nov. '59	36.3		2.3		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6		4.0				....	Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,348	55.5		436,237	153,334	6	54
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '59	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '60	45.7		22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*		1,966,350	1,500,000			45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '59	20.0		4.0					Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,900	3,619,204	231,532	9,291,156			595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000			2,991,150	72.3		556,192	379,976	10	57
30 Jun. '61	55.6	10.1	9.7		17	20	504	North Pennsylvania	5,458,892	39 927		3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,799		5
31 Dec. '60	331.1	28.1	391.7		205	124	2,668	Pennsylvania	23,581,158	3,06 289	3,474,545	13,261,960	17,168,947	867,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	6	38½
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0	....		16	....	....	Phila., Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194		48
30 Nov. '60	147.4	4.0	61.0		149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,196,950	1,125,000	26,057,991	151.4		3,312,546	858,597		18½
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy		125
31 Oct. '60	98.0	6.0	....	—	80	98	521	Phila., Wilmington and Balt.	7,500,000	*		5,600,000	2,800,000			200.5	48,677	1,236,597	471,712	6½	34½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724 803	31,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	----
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,595	.....	78.0	199,878	238,420	860,339	—	9¼
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
— —	'58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan.	'59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	....	----
31 Aug.	'58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July	'58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb.	'59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec.	'60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	----
31 July	'58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
30 Sep.	'60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859.	.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859.	.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859.	.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	----
1860.	.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859.	.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	----
1859.	.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859.	.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859.	.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859.	.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859.	.....	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860.	.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859.	.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— —	'58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— —	'58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— —	'60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	----
1 May	'60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	----
— —	'59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— —	'59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May,	'60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	.....	.....	90.7	122,200	187,646	64,619	—	----
31 Aug.	'60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,980,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug.	'60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	----
31 Aug.	'60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug.	'60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	91
31 Aug.	'60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212.274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	----
31 Aug.	'60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug.	'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep.	'59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep.	'60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep.	'59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep.	'59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep.	'60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1.981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep.	'59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	165,753	79,585	6	60
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan.	'60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep.	'60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun.	'60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep.	'59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	----
25 Mar.	'59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	----
31 Dec.	'58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— —	'57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec.	'60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	14
— —	'57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
1 Jan.	'58	104.0	—	....	38.8	....	....	....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	----
— —	'58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 July	'59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	----
— —	'59	51.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	51.0	166,245	.....	.....	—	----
— —	'59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep.	'58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— —	'59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
— —	'59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
— —	'59	95.0	1.6	....	—	17	20	327	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254.530	.....	.....	—	----
— —	'59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
— —	'59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
31 Oct.	'60	103.0	0.9	12 0	—	12	18	226	European & North American	4,085,560	323,164	—	4,451,012	—	—	4,451,012	103.0	193,683	116,225	41,985	—	----
31 Dec.	'60	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,360,000	13,100	126,000	1,799,232	60 0	.....	.....	.....	—	----
								NOVA SCOTIA.													
— —	'59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	----
								NEW GRANADA.													
Dec.	'60	43.7	—	....	—	....	....	....	Panama	8,000,000	*	703,000	4,976,000	2,490,235	44,000	9,302,823	43.7	.....	1,550,873	1,936,131	12	102

New York Stock Exchange.

Sale Prices for the week ending August 14, 1861.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	80	....	
U. S. 5s, 1874	80	....	80½	80	....	
U. S. 5s, 1865	....	86	....	86	86	
U. S. 6s, 1881	87⅞	88½	88	88½	88	88
U. S. 6s, 1862	....	....	95	....	....	
U. S. 6s, 1867	....	87	....	87	87	
U. S. 6s, 1868	....	....	....	90	....	
Treas. 12 p. c. notes	....	101⅞	....	....	....	
" 10½ " "	....	....	....	101	101	
" 5 " 2 years	....	....	....	....	....	
" 6 " " 96	96½	96½	96½	96½	96½	
State Stocks:—						
California 7s	77	....	....	76½	76½	76½
Georgia 6s	68½	70	77	67	....	70½
" 5s	....	67	....	....	....	
Illinois 6s	81	81½	....	....	....	
" Canal bonds	....	....	80	....	....	
Indiana 5s	....	....	....	....	....	
Kentucky 6s	....	76½	....	77½	....	
Louisiana 6s	62	62	62	63	64	64
Maryland 6s	....	....	....	....	....	
Michigan 6s	....	81	80½	80	80	80
" 7s	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	
Missouri 6s	43⅜	44½	44⅜	44½	44½	43⅜
Do. iss. to H.& St.J.R.	47½	47½	....	46	45½	45½
New York 6s, 1868	....	....	....	....	101	....
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	70	70	70	67	66½	66
Ohio 6s, 1860	....	....	....	....	92½	....
Tennessee 6s, 1890	45½	45⅞	46⅜	46	45⅞	45
Virginia 6s	56	53⅛	54⅛	53⅞	54	54
Railroad Shares:—						
Chicago, Burl. and Q.	58⅛	....	57⅛	57	58	58
Chicago and Rock Isl.	40½	41	40½	40⅜	40⅛	....
Clev., Col. and Cin.	....	....	94⅛	94⅛	....	....
Clev., Painesv.& Asht.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
Clev. and Toledo	29½	30⅛	30½	30½	29⅜	29⅛
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	63⅛	66	65⅝	66⅛	66⅛	65⅞
Hudson River	33⅛	....	....	....	34	....
Illinois Central (scrip)	....	64	65	64⅛	64⅛	64
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	....	42	42	43	42¼	....
M. S. and N. I. guar'd,	29	29⅛	....	29	29	....
M. S. and N. I.	....	....	14	14	....	14
Mil. and P. du Chien	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	76⅛	74⅛	74⅛	74⅜	74⅛	74
Erie	26	....	26⅛	26⅛	26⅛	26⅛
Erie pref.	....	....	....	....	45	....
N. York and Harlem	....	....	10⅜	....	10⅜	....
N. Y. and H. "pref."	25⅛	....	....	....	24⅜	....
Panama	107½	107½	107	....	108	107⅛
Phila. and Reading	36⅜	....	36⅛	36⅜	....	....
Stonington	....	....	....	....	....	....
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S.F. 7 p.c.'85	....	....	....	....	....	....
Chi., Bur. and Q. 8 p.c.	....	92⅛	....	....	....	....
D.L.& W.1M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	97	96⅛	....	....	....	....
" 2M.8p.c.'75	....	....	....	....	....	....
Hann. & St.J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1M.7p.c.'69	102⅛	....	....	....	102⅛	....
" 2M.7p.c.'60	....	....	....	....	....	....
" 3M.7p.c.'75	....	....	....	....	....	....
" sink. fund	....	96⅛	....	....	....	....
Illinois Centr.7 p.c.'75	....	90	....	89⅞	....	....
" " 6p.c.'75	....	90	....	89⅛	....	....
L. Erie & Wab. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	28	....
Mich.Cen.S.F.8 p.c.'82	....	....	....	....	....	....
" conv.8p.c.'69	....	....	....	....	....	97
Mich. Southern 1st M.	....	79½	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F. 74	....	....	....	....	74	....
M.S.& N.I.1 M. S. F.	....	....	....	....	....	....
" 2 M.8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	100½	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	....	....	....	....	....	....
" 1 M. 7 p.c.'64	....	....	....	....	....	....
" bonds 1876	....	....	....	....	....	....
N.Y.&E. 1 M. 7 p.c.'67	....	....	....	....	....	....
" 2 M. 7 p.c.'79	....	....	....	....	....	....
" 3 M. 7 p.c.'83	....	....	....	....	....	....
" 4 M. 7 p.c.'80	....	....	....	....	72	....
" 5 M. 7 p.c.'83	....	....	....	63	....	....
" conv.7p.c.'62	....	....	....	....	....	....
" " 7p.c.'71	....	58	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	....	....	....	....	....	....
" 2 M. 7p.c.'64	....	92½	....	90½	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
Penn. 1M.7p.c.conv.'88	....	....	....	....	....	....
" 2 M. 6 p.c.s'g '75	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. Canal	....	....	85⅛	84	86	84
Cumberland Coal Co.	....	....	....	....	....	....
Penn'a Coal Co.	....	....	79½	....	80	75½
Pacific Mail S. S. Co.	74½	76	77	74	76½	76½

The following are the closing prices in the London Market on the 3rd August:

United States 5s, 1874	76¼	to	77½
Virginia 6s	46½	"	47⅝
Erie shares, ex assessment scrip	26½	"	27⅝
Erie shares, 7 per cent. preference	45½	"	46½
Erie shares, assessment scrip	1⅝	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	84	"	85
Illinois Central $100 shares, $80 paid, dis.	36½	"	35½
Illinois Central, all paid	62	"	64
Michigan Central 8s, Convertible, 1869	81	"	83
Michigan Central Sinking Fund 8s, 1882	85	"	87
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	91	"	93
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	92
New York and Erie, 3d mort., 1883, assented	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, August 17, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The share market the past week has been steady and firm, with considerable improvement in Border State bonds, and in shares of several railroads. The most marked advance in these, has been in Galena and Chicago. The market at the close of the week is buoyant, (owing to the successful termination of the negotiations between the Secretary of the Treasury and the Banks. The proposition of the Banks is substantially as follows: "An immediate issue of Treasury Bonds is to be made, dated Aug. 15, 1861, and bearing interest from that date, at 7.30, to extent of $50,000,000. The Banks of New York, Boston and Philadelphia associated, to take jointly this 50 million at par, with the privilege of taking at par an additional 50 million, Oct. 15, by giving their decision to the Department Oct.1; and also at par 50 million Dec.15, by giving their decision Dec. 1, unless said amount shall have been previously subscribed as a National Loan, it being understood and agreed that no other Government Stocks, Bonds, or Treasury Notes, *except those payable on demand*, shall be negotiated or paid out by the Government until Feb. 1, 1862, should the associates avail of both privileges—or until Dec. 15, 1861, should they avail of the first only—or until Oct. 15, 1861, if they take but the present 50 million—except that the Government may negotiate in Europe, or through subscriptions to the National Loan."

The completion of this negotiation has had a very favorable effect upon the share market, and will go far towards promoting a general revival of business. The expenditures of the Government are on the scale of $1,000,000 a day, and the virtual abrogation of the Sub-Treasury will prevent the specie resources in the Banks from being materially decreased. Money remains as abundant as ever. Gold continues to flow in from all quarters, and the amount is likely to be increased from the foreign demand for the National Loan. The high rate of interest it bears, and the improved condition of our political affairs, will cause the loan to be generally sought for in other countries as well as our own.

The traffic of our railways continues to be good. It now appears probable that there will be a large foreign demand for our grain crops, which are, on the whole, very abundant, exceeding an average harvest. With the diminished imports, the balance of trade is likely to continue in our favor, even with the non-exportation of cotton. But we expect to see the next crop of cotton go to market under the auspices of the United States, though not quite so seasonably, perhaps, as usual.

We give elsewhere, the semi-annual statement of the Grand Trunk Railway of Canada; also the annual statement of the Chicago, Burlington and Quincy Railroad. The latter project is one of the most valuable and successful in the West.

Chicago, Burlington and Quincy Railroad.

The annual meeting of the stockholders of this company was held at the office of the company in Chicago on the 21st of June, at which the report of the directors to the shareholders, also the several statements of the treasurer, General Superintendent, and officers in charge of the different departments, were presented and read, and unanimously accepted. We have been favored with a copy of this report, from which we learn that the income for the fiscal year ending April 30, 1861, being earnings on the 138 miles of road between Junction and Galesburg, owned by the company, and their portion of the earnings on the 30 miles of the Galena and Chicago Union Railroad, between Chicago and Junction, used by this company, has been as follows:

From freight		$1,134,854 53
" passengers		335,363 16
" mails and miscellaneous		39,149 91
		$1,508,866 60
The operating expenses were:		
Train, station and water service	$167,997 80	
Re-rolling iron rails	50,518 90	
Repairs of track	97,153 28	
" bridges	34,641 39	
" buildings, etc	10,467 57	
" engines	92,339 10	
" cars	97,974 09	
Loss and damage	4,419 56	
Fuel consumed	89,836 88	
Oil and waste	18,131 53	
Miscellaneous	26,490 91	
Line expenses	63,626 37	
		752,597 47
Earnings less operating expenses		$756,269 13
Add balance to credit of interest and exchange account, including bonds sold		5,561 41
Add balance to credit of income account, May 1, 1860		733,223 56
Total income		$1,495,054 10
From which deduct interest on bonds	$223,501 45	
Taxes	22,450 36	
Transfer office expenses	600 00	
Rent of Ills. Cent'l depot	40,000 01	
Dividend	232,715 00	
For improvement account	85,412 33	
		604,679 15
Leaving a balance of		$890,374 95
Deduct amount paid for $310,000 sinking fund bonds		279,215 11
And there remains a net surplus to the credit of income account of		$611,159 84

Bills receivable and accounts due as per general statement		$217,446 38
Cash in N. Y., Boston and treasury		189,032 69
Value of materials on hand		100,546 41
Cost of steamboats		28,922 09
		$535,947 57
Bills payable	$213,747 21	
Unclaimed dividends, accounts and pay-rolls	41,354 89	
Due ag'ts and other roads	81,871 79	
		336,973 89
Balance		$198,973 68

The cost of the road and appurtenances, as shown by the treasurer's report has been $7,468,-995 92; including advances and payments for account of connecting roads, the aggregate of construction account has been $10,195,256 89. The capital stock of the company is stated at $4,689,-340; and the funded debt, excluding the bonds cancelled by the sinking fund, $4,814,515 62, as follows:

Chicago and Aurora 1st mortgage 7 per cent. bonds, payable July 1, 1867	$274,000 00
Chicago and Aurora 2d mortgage 7 per cent. bonds, payable Oct. 1, 1869	96,000 00
Central Military Tract 1st mortgage 7 per cent. bonds, payable July 1, '64	320,000 00
Central Military Tract 2d mortgage 8 per cent. bonds, payable May 1, 1868	216,000 00
Central Military Tract, 8 per cent. bonds, payable March 1, 1876	48,000 00
Chicago, Burlington and Quincy consolidated 8 per cent. bonds, payable Jan. 1, 1883	2,360,000 00
C., B. & Q. 2d mortgage 4½ and 4 per cent. bonds, payable July 1, 1890	813,000 00
Scrip issued for Northern Cross 2d mortgage bonds, payable in 32 semi-annual instalments, commencing Jan. 1, 1861, without interest, as per contract of June 4, 1860	687,515 62
	$4,814,515 62

The Treasurer's report also shows that the company has paid for account of construction, and for investments and payments for account of connecting roads, $691,401 27 more than the present amount of capital stock and funded debt, which amount has been paid from the income account. The capital stock has been increased the past year $60,000; and the funded debt, $1,892,515 62, (including $687,515 62 scrip, payable in thirty-two semi-annual instalments, which bear no interest).

The investments and payments for account and purchase of connecting roads, during the year, have been $2,014,971 56.

The cost of the road, as shown by the amounts charged to construction and equipment accounts, has not been increased for the past three years. The expenditures for improvements, which are usually charged to these accounts, have been charged in a separate account, although paid out of the income of the road, in order to show the true cost of the operating department of the road. The charges made to this account have been $191,-902 41, of which $106,490 08 have been previously reported. The amount charged to this account the past year has been for improvements of bridges, culverts and cattle guards $25,229 26; new buildings and fixtures, $17,921 05; on South Branch depot grounds, including new slip and basin, $14,675 32; new freight cars, $21,024 90; joint transfer freight house on Union track, $978.-47; and new steam pile driver, $2,586 33—making a total of $85,412 33.

The receipts from the business of the road the past year shows an increase over the previous year of $293,553 88, or a little over 24 per cent. This increase is entirely upon the freight business, the passenger business varying but little from the previous year. The operative expenses have been 49.88 per cent. of the earnings, which shows an improvement of 5.70 per cent. over the previous year. It is believed that these expenses cannot be materially lessened until the road shall have attained considerable more age and permanency of construction. The report says:

This company has continued to occupy and operate that part of the Peoria and Oquawka Railroad between Galesburg and Burlington, under the contract and lease with that company, this company accounting for the earnings over and above paying the operating expenses of the same.

Moss, Harding & Co., the contractors and lessees also of a part of that road, continued to occupy this part of the road for their trains and business up to October last, which resulted in an active competition for the business, and largely reduced the earnings on and from that road.

At that time, an agreement was entered into between Moss, Harding & Co., for the purpose of putting an end to this competition, which had become ruinous to the interests of all parties. That arrangement was made after full consultation with a majority of our stockholders, in accordance, as is believed, with the interests of this company, as well as that of Moss, Harding & Co. The result has been that these two interests are no longer hostile to each other, and upon the road from Peoria west, fair and remunerative rates can be charged for whatever business there may be to be transacted over that road. The property and the leasehold interest of these gentlemen in the road, have been placed in the hands of a trustee, for the security and safety of both parties to the contract.

Their interest in the road arises from a construction contract to build thirty-six miles of road from Galesburg, east toward Peoria, and equip the road from Peoria west, for business, under which contract they hold the road from Peoria to Burlington, subject to the lease to this company, until their debt is fully paid. The amount due them on their contract, as stated by them, is about $1,-700,000, while it is claimed by the Peoria and Oquawka Railroad Company that there is not more than $1,000,000 justly due them.

Their account, however, as well as that of this company, are now the subjects of investigation in the Circuit Court of the United States in Chicago, in a suit there pending to foreclose the second mortgage, between the trustees thereof on the one side, and the Peoria and Oquawka Railroad Company, Moss, Harding & Co., and this Company, as incumbrances upon the property mortgaged, on the other. These investigations are now drawing to a close, and it will soon be ascertained judicially, what is the amount due each party, as well as the amount of the whole of these incumbrances of all kinds, upon the road from Peoria to Burlington. The rights of all parties having been duly ascertained, it will become an easy matter for those interested to determine the policy which they will adopt. It is to be hoped that the Peoria and Oquawka Company may be able and willing to redeem the mortgaged property, though the amount of money due upon and secured by it, perhaps hardly justifies the hope; that amount being, probably, much more than the value of the road in any aspect in which it may be considered. It is unquestionably for the interest of all parties that their respective rights should be early settled, and it is now believed that they will be passed upon by the Court at no distant day.

In pursuance of the agreement made with Moss, Harding & Co., this company has advanced to them a considerable amount of money, for the repayment or safety of which their claim upon the road, in the hands of a trustee as above stated, stands as security; and while it is believed that this Company is perfectly safe, it has by the arrangement ended a hostile competition, perhaps equally destructive to all interests, and as to the expediency of which, those having the management of the companies' affairs, had do doubt.

An agreement was entered into on the 4th day of June, 1860, between this company, by their duly authorized agent, Hon. Charles H. Warren, and a large majority of the first and second mortgage bondholders of the Northern Cross (now Quincy and Chicago) Railroad Company, by which the difficulties growing out of the original contract and agreement with that company, have been settled.

The agreement referred to, provides that this company shall purchase the bonds of the first mortgage bondholders, parties thereto, by an exchange of a like amount of the mortgage bonds of this company, subject to the prior incumbrance, having thirty years to run, with interest payable semi-annually, at the rate of four and one-half per centum per annum for the first fifteen years, and four per centum per annum for the last fifteen years. Also, that they shall purchase the bonds of the second mortgage bondholders, parties to said agreement, by an exchange of the scrip of the company, payable in equal semi-annual payments, extending over sixteen years, without interest. All the past due unpaid coupons of both classes of bonds are included in the purchase of the bonds, and our own bonds and scrip issued in exchange, are only for an amount equal to the principal of the bonds purchased.

There were $1,200,000 of first mortgage bonds issued by that company; $813,000 of these have been exchanged for a like amount of above-named mortgage bonds issued by this company.

There were $811,000 of the second mortgage bonds of that company outstanding, besides the $189,000, owned by this company at the time the agreement was entered int., $692,000 of which have been exchanged for a like amount of scrip.

In making arrangements for the speedy foreclosure of one or both of the mortgages, it has been found expedient for this company to pay and assume the advances made by the Trustees, in payment of interest on the bonds of that company, and for services and expenses of the Trustees, amounting to about $108,479 97, which will be a first lien upon the income of the road. Also to assume and pay the amount advanced by them for depot grounds and buildings for that company, amounting to about $61,524 50, rents for which are a first charge on the income of the road.

By the agreement made with the Trustees, the bondholders who have not become parties to this agreement for the exchange of their bonds, under the agreement of June 4, before mentioned, have the right to do so any time previous to the 1st of July, 1861.

The equipment of the road consists of 62 locomotives (5 of which are leased to the Grand Trunk Railway Co.); 27 first class, 4 second class, 9 baggage and mail, 794 house freight, 19 way freight and conductors', 125 platform, 61 coal, 47 hand, and 40 gravel cars. The company has also a steam pile driver and car, a steam excavator, and a wrecking car.

The number of miles run by locomotives during the year has been: with passenger trains, 256,-572; with freight trains, 560,807; with miscellaneous trains, 183,157—total miles run 1,000,036, being an increase over the previous year of 134,277.

The whole number of passengers transported between Chicago and Burlington and Chicago and Quincy, was 277,817: of which 139,909 were moved east, and 137,916 west. Number transported one mile, 18,533,583, an increase over the previous year of 633,185. Whole number of through passengers east 13,577; do. west, 13,724.

Number of local passengers east, 126,324; do. west, 124,192. The average distance traveled was 67.36 miles. The average fare psid 2.727 cents.

The whole tonnage moved between Galesburg and Chicago 168 miles, was 465,306; between Chicago and Burlington, 210 miles, 471,900; total tons of freight transported to and from Chicago, 395,156. Tons of freight transported one mile between Chicago and Galesburg, 56,242,246; do. between Galesburg and Burlington, 3,248,646; do. between Galesburg and Quincy, 10,199,336—total tons transported one mile, 69,690,228.

CONDENSED BALANCE SHEET.

Capital stock		$4,689,340 00
Bonded debt, viz:		
Chicago and Aurora 1st mortgage	274,000 00	
" " 2d "	303,000 00	
Central Military Tract 1st "	320,000 00	
" " 2d "	216,000 00	
" " 8 per cent	48,000 00	
C., B. and Q. 8 per cent. convertible	291,000 00	
" " 8 "	2,172,000 00	
" " 2d mortgage	813,000 00	
Scrip issued for N. C. 2d mort. b'ds.	687,515 62	
Unfunded debt, viz:		
Unclaimed dividends	1,645 00	
Unpaid accounts and pay-rolls	39,709 89	
Bills payable	213,747 21	
Due agents and connecting roads	81,871 79	
Due income account	890,374 95	
		$11,041,204 46
Construction account	$6,062,927 45	
Equipment	1,405.998 47	
Quincy and Chicago, special	50,227 25	
" " 3d mort. bonds	7,000 00	
Northern Cross, 1st mortgage	813,000 00	
" " 2d "	881,000 00	
Peoria and Oquawka 2d mortgage	50,000 00	
" " construction acc't	518,346 26	
Payments to Moss, Harding & Co	406,757 46	
Steam ferry boats	28,922 09	
Trustees of sinking fund	310,000 00	
Fuel and materials on hand	100,546 41	
Accounts and bills receivable	164,793 61	
Due from agents, P. O., etc,	52,652 77	
Deposits in N. Y., Boston and treas'y.	189,032 69	
		$11,041,204 46

The office of the company is at Chicago, Ills. The directors chosen at the annual meeting, June 21, 1861, are as follows:

President.—JOHN VAN NORTWICK.

Directors.—John Van Nortwick, Chauncy S. Colton, James S. Joy, Erastus Corning, John M. Forbes, John W. Brooks, Henry P. Kidder, Sidney Bartlett, Robert S. Watson, William Boott, Edward L. Baker.

Superintendent—CHARLES G. HAMMOND.

Treasurer—AMOS T. HALL.

Grand Trunk Railway.

The following is the report of the London Directors of the Grand Trunk Railway:—

GRAND TRUNK RAILWAY COMPANY'S OFFICES,
21 OLD BROAD STREET, E. C., LONDON,
12th July, 1861.

SIR:—I am desired by the London Directors of the Grand Trunk Railway Company of Canada to forward you herewith the accounts for the half-year ending 31st Dec., 1860.

I am also desired to state at the same time, that the delay in their receipt here, is attributable to the clerical labor of the Montreal office having been exclusively occupied for many weeks in the preparation of returns for the information of the Government Commissioners appointed to report upon the present system and management of the railway. These gentlemen have completed their labors, and a few copies of their report arrived in England by the last mail; but as it had only just been issued in Canada, time had not been afforded to the executive of the company in the Province to reply to it, or rather such portions of it as require replies, as the London Directors learn it is their intention to do; and therefore it is considered advisable, until these answers be received, to leave that document in abeyance for the present.

It will be observed that in the accounts of the half-year several modifications have been made in the forms previously adopted with reference to the statements of capital and revenue accounts, and also as regards the general balances. These amendments have been carried out chiefly in conformity with recommendations from the company's auditors in Montreal, and the accounts, as now published, were so rendered to the Government Commissioners.

The total receipts for the half-year amounted to £367,847, and the working expenses to £311,163; being about 84½ per cent. of the earnings. The rents payable by the company, as provided for by the Acts, are charged against the balance.

The amount of working expenses is much in excess of what the directors had been led to expect; but a reference to the half-yearly report of the assistant-engineer, which is appended, will show that revenue has, during the past six months, been charged with several heavy items formerly carried to capital, amounting to about £40,000; an expenditure which should rather have come out of a special renewal and—had the company ever been in the position to have opened such an account—than out of the current working expenses of one-half year. Had revenue been relieved of this charge, the expenditure would have then been about 73½ per cent. of the receipts; and this per centage would, there appears to be no doubt, have been again reduced had the company had during the last autumn the means of carrying the freight which was offered, and which, according to Mr. Shanly's reports, would have increased the receipts of the line by £4,000 a week for several weeks. The incomplete and insufficient station accommodation and rolling stock alone prevented this increase of about 25 per cent. to the weekly receipts during the months of October and November; and as the busy season is again fast approaching, the same loss, unless the line is more fully equipped, must again recur.

It will be in the recollection of the proprietors, that at their last meeting in January, at which the traffic reports for the larger portion of the period embraced by the accounts now published were submitted, a select Committee, representing each class of the bondholders as well as the shareholders, was appointed to confer with the directors as regards all the affairs of the company, and that the result of the preliminary deliberations of that committee was the preparation and presentation of a petition to the Canadian Parliament in the month of March last. To that petition, a copy of which was sent to each proprietor, the reply was given by the Government that no relief could be afforded to the company that session. Further deliberations on the part of the Select Committee then became necessary, and interviews between its members and the directors accordingly took place as to the next steps to be taken. In the course of these conferences a communication was addressed to the directors by the Committee, forwarding copies or memorials which had been signed in Liverpool, and other places, on the subject of the re-organization of the executive in Canada, and recommending the removal of the domicile of the company to London. Copies of these documents, but without any remarks from the directors here, were sent to Canada for the information of the Board at Montreal, and almost immediately on their receipt, the whole of the directors, with the exception of Mr. Blackwell, who was absent on sick leave, resigned their seats, so as to afford, as is expressed in their resolution, every facility to the London Board in effecting such a re-organization in the management of the company as the bond and shareholders may deem best calculated to promote the interests of the undertaking.

This intelligence was without loss of time communicated to the Select Committee, and at a further interview recently had it was agreed, both by the directors and by the committee, that the time had now arrived for the appointment of a special commissioner to proceed to Canada to investigate the whole position of the company, and without making any other than necessary changes, to conduct any negotiations which may be required to be carried on with the Government in the adjustment of any plan to be agreed upon, until the permanent re-organization can be effected. The directors have accordingly arranged with Mr. Edward Watkin, general manager of the Manchester, Sheffield and Lincolnshire Railway for their mission, and his appointment meets with the entire concurrence of the Select Committee. He will embark for Canada as soon as practicable.

The great delay which has unavoidably taken place in the publication of the accounts to 31st December of 1860, renders—especially in the presence of the more recent information contained in the report just issued by the Select Committee—any detailed observations on them unnecessary. It will be seen, however, that the balance in favor of revenue was applied towards the part payment of the Atlantic and St. Lrwrence rent, as prescribed by the Acts.

From the last monthly report of the different departments the directors learn that the line is now in good running order, but the effects of last winter's unusual severity had told not only heavily as regards maintenance and repairs, both on the way and on the rolling stock, but also as regards the receipts of the line, the traffic during January and February having been several times interrupted for four and five days in succession.

In respect to the future, the directors have convened a meeting of the bond and shareholders for Friday the 19th inst., to take place at the London Tavern in this city, for the purpose of receiving and considering the second report, and the proposals contained therein, of the Select Committee appointed at the meeting held the 2nd January last, when such arrangements will no doubt be adopted as shall be deemed the best in ths general interests of the undertaking.

I have the honor to be,
Sir,
Your most obedient Servant,
JOHN M. GRANT,
Secretary.

Statement of the TOTAL EXPENDITURE of the Company, and of the Sources whence its Funds have been provided, to Dec. 31, 1860.

EXPENDED ON

Eastern Div., 362 miles, (£3,192,848)—	£	s.	d.
Engineering	112,574	13	11
Works and permanent way	2,636,574	4	4
Stations, buildings, and offices	236,872	1	2
Miscellaneous stock	14,441	10	5
Electric telegraph	6,304	11	6
General expenses	186,081	1	11
Victoria bridge (2 miles)	1,356,020	13	6
Central Div., 333 miles, (£3,534,055)—			
Engineering	76,735	15	5
Works and permanent way	2,948,917	10	10
Stations, buildings, and offices	346,422	15	2
Miscellaneous stock	6,725	17	8
Electric telegraph	5,031	6	10
General expenses	150,221	8	3
Western Div., 190 miles, (£1,805,055)—			
Engineering	45,291	9	10
Works and permanent way	1,553,116	2	6
Stations, buildings, and offices	142,752	13	3
Miscellaneous stock	5,089	11	6
Electric telegraph	2,789	15	5
General expenses	31,015	12	3
Compensation to contractors	25,000	0	0
Lands and land damages	43,152	4	0
Rolling stock (£981,813)—			
Locomotive stock	488,492	12	0
Passenger car stock	99,516	1	3
Merchandise car stock	393,804	2	11

Portland Division, Leased line, 149 miles, (£333,130)—			
Engineering	2,209	7	9
Works and permanent way	193,733	5	0
Stations, buildings, and offices	74,586	12	3
Miscellaneous stock	1,464	15	3
Electric telegraph	1,945	7	5
General expenses	24,378	6	0
Rolling stock	33,236	14	7
Lands in Portland division	1,575	7	2
Sundries (£197,085)—			
Steam ferry boats and barges	58,256	16	10
Advanced in Canada on three rivers, and Arthabaska branch (exclusive of drafts from Canada on fund in hands of Provincial Agents)	73,178	2	3
Expen'd on works of Detroit line.	5,964	6	1
Ditto on telegraph, miscellaneous stock, &c., ditto	2,161	11	9
Cash advances to be repaid by Detroit Co.	2,349	2	8
Subscription to St. Lawrence Warehouse and Dock Co.	25,273	19	6
Port Hope Railway Junction	824	14	1
Union Station, Toronto	4,216	1	7
Montreal Extension Railway	216	3	1
Riviere du Loup, and Woodstock Survey	257	1	0
London office exp. £25,336 15 11			
Less transfer fees. 950 0 0			
	24,386	15	11
Balance of interest paid on capital to 30th June, 1860, taken as the date of the completion of the line. (N. B. the interest on the Atlantic and St. Lawrence shares and debentures, included in the Atlantic and St. Lawrence lease account, is charged to revenue)	1,803,885	8	6
Interest paid since completion of the line, as above	79,756	14	0
Unpaid int., debenture capital, London	134,674	17	10
General interest account, Canada.	71,741	9	10
Discount on bills, London	56,843	8	4
Discount on sale of Atlantic and St. Lawrence shares	820	0	0
Balance at debt of revenue account on 31st Dec., 1860	190,000	8	6
Accounts to be classified and charged against districts of line.	10,704	16	11
Atl. and St. Law. shares in hand.	32,500	0	0
" " debentures do.	7,500	0	0
Toronto city debentures do.	47,200	0	0
Toronto bonds suspense account.	4,169	17	3
Cash at bankers	26,285	19	11
Petty cash	26	5	11
Stores in hand, per ledger	85,777	17	1
Fuel in hand	39,474	7	7
Outstand'g traffic accounts £112,229 4 11			
Less cash accounted for in London on through traffic account 7,300 0 0			
	104,929	4	11
Amount placed in the hands of the Provincial Agents under Act 19 & 20 Vic., chap. 111. (Balance in excess of drafts from Canada, to be accounted for,) viz. account of Three Rivers and Arthabaska line	84,087	10	0
On account of subsidiary lines	67,350	0	0
At debit of Atlantic and St. Lawrence R. R. Company	4,763	0	0
Outlay on steam ship, wharf, Portland	5,485	3	0
Amount paid the Commissioners of the sinking fund for redemption of the Portland city loan.	48,544	10	5
Unissued provincial bonds acc't.	1,940	0	0
Canada drawing account	4,931	10	1
London Secretary's drawing acc't	822	9	4
Post Master General of Canada	1,384	14	2
Bills receivable, London	5,000	0	0
Great Western Railway Company	773	2	4
Northern Railway Company	1,484	14	3
Port Hope & Lindsay R'y Co.	49	9	2
Michigan Central R. R. Co.	70	5	1
Petty debtors' acc'ts and other minor debits	4,395	5	7
Victoria bridge inauguration ac't.	2,803	7	3
Ditto balance in suspense.	410	19	2
Outstanding traffic acc'ts (1853).	720	1	4
Lands and Buildings at Sarnia, in excess of amount transferred to construction account on Western division	9,380	2	0
	£14,383,345	15	3
PROVIDED BY			
Shares consolidated into stock	2,744,722	7	0
Shares not yet consolidated	2,966	16	0
Received on forfeited shares	1,380	0	0
Debenture capital—			
Montreal city.	82,191	15	7
Island Pond	90,000	0	0
British American Land Co.'s	20,547	18	11
Montreal Seminary	20,547	18	11
Quebec and Richmond.	100,000	0	0
Grand Trunk debentures—			
6 per cent. ordinary	1,724,839	19	4
7 per cent. due 1862	497,361	0	0
Do. due 1867	500,000	0	0
Do. due 1872	470,180	12	6
Amount received on unissued company's debentures, allotted with forfeited shares, and on debenture certificates—			
Company's	3,650	0	0
Government.	3,650	0	0
Preference Debenture Capital—			
First preference	2,000,000	0	0
Second preference	835,533	6	1
Provincial Debentures—			
Amount of the Provincial—			
Issued on acc't of St. L. & A. R.R.	467,500	0	0
Issued on acc't of Q. & R. R. R.	250,000	0	0
Issued on acc't of G. T. Railway.	2,394,000	0	0
Total nominal capital	12,239,071	14	4
Add premium on sale of debent.	67,950	16	0
	12,307,022	10	4
Deduct discount on sale of stock & debentures. £379,232 8 0			
Exch'ge and com. 27,037 12 6			
Pref. capital expenses acc't 16,697 1 3			
	422,967	1	9
	£11,884,055	8	7
Bills payable outstanding—			
Bills Canada (to 30th June, 1860; subsequent bills included in private credits)	31,855	19	6
Bills London	533,104	6	8
Loans on securities and otherwise.	1,555,605	6	1
Special loans from Canadian Gov.	36,575	6	11
Private credits on store, fuel, engineering, stationery, and miscellaneous disbursement schedules (including a small credit to freight department for carriage of Company's stores)	122,806	0	2
Private credits per general acc't.	5,651	2	1
Credits per Montreal paymaster's and Portland treasurer's ac'ts—			
Wages per Montreal paymaster's account	27,776	1	8
Wages and stores per Portland treasurers' account	16.424	1	4
Chicago, Detroit, and Canada Grand Trunk Junction R. R. Company on their lease acc't.	34,134	11	11
Int. in arrear, debenture capital, London.	134,674	17	10
Suspense acc'ts, profit and loss.	2,682	12	6
	£14,383,845	15	8

Railroad Earnings.

The earnings of the Chicago and Rock Island Railroad for July, 1861, were $88,992
July, 1860 80,609

Increase $8,833

The earnings of the Buffalo, New York and Erie Railroad for July, 1861, were ... $46,289 82
July, 1860 ..... 44,040 47

Increase $2,749 35

The receipts of the Chicago and Northwestern Railroad in July, 1861, were $75,656
July, 1860 39,840

Increase $35,815

The earnings of the Cleveland and Toledo Railroad for July, 1861, were $56,138
July, 1860 50,639

Increase $5,499

The receipts of the Grand Trunk Railway of Canada for the week ending August 13th, 1861, were $61,077 21
Corresponding week, 1860 ..... 57,550 33

Increase $3,526 88
Tot. traffic from July 1, 1861, to date .. $305,582 16
Corresponding period, 1860 ..... 269,929 96

Increase $35,652 20

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations. By M. Crzanne, Engineer des Ponts et Chaussees. Translated by J. Bennett.

PART THIRD.

(Continued from p. 579.)

Interior Filling.—The beton serves to give mass to the columns, and to distribute their weight upon the entire base. Usually it bears the platform directly; in that case, the metallic covering is a sort of coffer dam. At the Theiss bridge, the columns with other duties to fulfil, have their solidity with the beton insured by the following arrangements:—

The square wrought iron body surmounting the cast iron column, and upon which the arches abut, is strengthened within by two strong girders, PP, of double T iron, which connect the two opposite faces, and sustain them against the thrusts of the arches.

Beneath these girders is a brick and cut stone masonry, which crowns the beton and bears the large iron wedges driven forcibly under the girders. This square body receives and transmits to the cast iron column the weight of the superstructure and its loads; and it cannot sink without bearing with it the interior girders, the masonry, and the beton.

The beton being perfectly contained in its metalic envelope, its quality is not a matter of importance.

It is said that a bridge has been constructed in America whose columns are filled with sand. If we go to the expense of beton, it is naturally desirable that it should set; now, some observations seem to prove that the setting of the beton in the tubular columns does not depend solely upon the quality of the beton itself.

When, with a view of rebuilding the column at Macon, which, as we have said before, was broken by a boat, it was found in demolishing it that the beton, quite hard at the upper part, became more and more soft as the bottom was approached. At the Theiss bridge, the lower barrel of a column of the first pier had been broken by the interior piling; after repairing it, it was proposed to fill this and the barrel above it with a mass of Portland cement, in which the head of the piles might rest, so that the foot of the column in case of loss of broken drum, might be none the less firmly established.

After having laid carefully many cubic yards of

cement mortar at the bottom of the column, it was found that the setting was far from being as rapid as that in open air, and if the work was stopped a few hours, the lower parts became filled with water, which could clearly be seen to disengaged from the mortar itself.

This observation and that at Macon induced the belief that one of the conditions of the setting of hydraulic mortars is that they should absorb the water, so as to retain the quantity exacted by the chemical reaction of solidification. This condition is far from being fulfilled in the tubular piers, which are air tight, and it is possible that the most hydraulic betons may never set in them. An attempt was made to avoid this evil by mixing with the beton a certain quantity of fragments of dry bricks; it was thought that these porous materials might drain the mass of its excess of water. This possibly hazardous theory seemed, however, to be confirmed by the following experiment: the first pier of the bridge, founded in detestable earth, occasioned uneasiness from the commencement of the work. The down-stream column was the first constructed; it was loaded with 580,800 lbs. of rails for the trial proof; it sunk 1.53 ins. The up-stream column, whose foot was broken, and where brick was introduced in the beton, was proved in the same manner, and only sunk 0.18 in. This result could not be attributed to the cement mortar, which did not occupy the sixth of the total height of the interrupted masonry.

The beton of the columns is generally commenced with a plugging in cement from two to three feet thick, for the purpose of closing the bottom of the column against the entrance of water occasioned by a momentary stopping of the air-pump, and by a diminution of the pressure. This precaution was not necessary at Szegedin, where it was determined in the execution of the work to sustain the foot of the columns by an interior piling, which by pressing the foundation rendered it perfectly staunch.

This piling is composed for each column of twelve spruce piles driven to a refusal of 5.9 ins. for 10 blows of a 2,200 lbs. ram, falling 19.68 ft. It is admitted that each of these piles may bear about 50 tons each. The whole load to be borne with that of the trial proof was 1,144,000 lbs.

At the general proof of the bridge, the sinking observed upon the piers was from .08 to .12 in. The two columns of the first pier already proved, each sunk .12 inch more. All the columns supported the test weight for twenty-four hours; some during thirty-six hours: frequent observations were made upon them, and it was remarked that after twelve hours of loading the sinking had nearly stopped.

External Defences.—The piers of the Theiss bridge were protected against undermining by a circuit of piles, a mass of beton, and by enrockments, for the purpose of strengthening the foot of the piers, and for diminishing the leverage of the transverse thrusts of the arches.

The breaking up of ice and the drifting boats are kept clear of the pier by a timber ice breaker, presenting to the current an inclined edge strengthened with iron, and spreading towards the pier so as to cover its whole width without resting upon it.

Modes of Execution.—The barrels of the Theiss bridge were cast in Glasgow, and brought in a rough state to Szegedin; they were turned and pierced in the workshop of the bridge.

The lathe was formed of a horizontal platform, upon which was placed the barrel, accurately centered and turning with it. Two tools fixed in a mass of masonry and provided with the means of adjustment, planed the two surfaces at the same time.

From twelve to fifteen hours were required to prepare a tube.

The drilling was done with the usual machinery; two drills, working simultaneously, pierced 96 holes in 30 hours, including the time of fitting up.

It was only after a trial made of two consecutive tubes placed on each other, that they were carried to the scaffolding of the pier.

These scaffolds were composed of five frames, spaced 13.12 feet apart. There was then in the inner gallery of the scaffolds four compartments of 13.12 ft. by 16.4 ft.; two for the columns, and two, one on the up stream, the other on the down-stream side, serving as depots; the side galleries formed by the inclined braces afforded passage to and fro. The service bridge was connected with the up-stream compartment; upon the crown of the scaffold, one or two windlasses were worked upon a car.

These scaffolds had the serious inconvenience of not affording sufficient room around the columns, and of yielding too easily to the inclinations of their guides.

The landing of a column upon the bottom of the river was an interesting operation. There were two processes. When the water was shallow and the scaffolds high, the column was constructed upon a temporary platform placed as low as possible; then, being seized at the head by the windlasses, it was allowed to descend. When the water was deep and the scaffolds failing in height, which was the case at Szegedin, the operation was twofold; a first part of the column was lowered and hung upon long iron hooks, whose heads were raised above the water and fastened to the scaffold. Upon this base, nearly all submerged, was raised the remainder of the column, which was then lowered entire.

A wrought iron cross bar with three branches took hold of the upper flanch of the top barrel through six bolt holes. This was suspended to a wrought iron beam which balanced the action of the two windlasses.

The column weighs 66,000 lbs.; there are eight men at each windlass; each block has 4 sheeves and a fall of 1.97 inches.

The second process consists of fitting a wooden bottom to the lower barrel, and in floating the column; it is well in this case to reserve the means of moderating, and, at need, of stopping, the entrance of the water, so as to have full control of the column during its establishment.

A column weighing 30 tons thus placed upon the bottom of the river, never sinks more than a few centimetres (cent. = 0.39 in.) if the soil is of gravel or compact clay; though in a bottom of sand and mud some of the columns have sunk 3.28 ft.

Before placing the pneumatic fixtures upon the column, care is taken to instal upon the flanches of the upper joint, that separating the first drum from the second, a flooring, a windlass and its chain, some pieces of wood, shovels, picks, &c., and generally all the materials whose dimensions do not admit of being passed through the air chamber; at the same time, the water syphon tube is located by being attached to the different flanches.

Pneumatic Bell.—The pneumatic receiver is a cylindrical drum of rolled iron of the same diameter as the cast iron column, open at the bottom, and closed on top by a flooring or roof. The lower circular edge is provided with an angle-iron pierced with holes corresponding with those of the upper flanch of the column. A strip of india-rubber being placed between the receiver and the column, all that is needed for the joint is, to bolt strongly the flanch and the angle-iron.

The roof of the receiver is traversed by two bodies, M M, nearly cylindrical, of cast iron, in a vertical direction, having about two-thirds of their height within the receiver, and the remainder jutting beyond it.

These two similar and independent cylinders form each an air chamber, which may be closed at the top by a circular valve opening inwards, and turning upon a horizontal hinge; and at the bottom, by a vertical rectangular door, cutting the cylindrical body parallel to its edges, opening round a vertical hinge from the interior of the chamber towards the interior of the column. The door and valve are lined with strips of india-rubber. Different pipes and cocks, D, allow communication between the interior of the air chamber with the exterior of the reservoir or with the atmosphere; these tubes are manœuvred either by men placed under the receiver upon the interior flooring, or by those placed under the air chamber, or by those on the outside.

The remaining apparatus consists of two valve fixtures, to which are applied two air tubes, communicating with the pumps by a safety valve, a metallic manometer (Bourdon's), two other valves affording a rapid escape of the interior pressure, a bend of a syphon, with a cock upon the inside. All these contrivances are fitted to the cylindrical sides of the reservoir, which also supports a series of brackets, upon which are placed the cast iron counterweights.

These counterweights are of cast iron segments, whose form is adapted to the contours and projections of the bell. They are united to each other in pieces of 11,000 lbs. weight. With some modifications in the form of the brackets, the ordinary rails may be used.

The air and syphon tubes are of iron, and have on one side a collar, and on the other a wormed mouth-piece. The collar of the one pipe enters the mouth-piece of the other, and the latter turns independently of the pipe which bears it, so that the joints can be tightened without dismounting the pipe. Some india-rubber joints give a pliability to the system needed to follow the motions of the boats and those of the columns.

(To be continued.)

Journal of Railroad Law.

ORGANIZATION OF RAILROAD COMPANIES UNDER THE GENERAL RAILROAD ACT OF NEW YORK. TWO WAYS ONLY BY WHICH INDIVIDUALS MAY BECOME STOCKHOLDERS.

The case of the Buffalo and New York City Railroad Company *vs.* Owen, decided at a General Term of the New York Supreme Court holds, that there are but two methods in which a person may become a stockholder in a railroad company incorporated under the general railroad act of the State of New York, passed in 1850, viz: by subscribing the articles of association and becoming a member of the corporation, as provided in sections first and second of the statute; or by subscribing to the capital stock, in the book opened by the directors, after the corporation is in existence. No one who has only signed articles of association before the corporation came into being, is a corporator, or a member of the corporation, unless the articles so signed by him have been filed in the office of the Secretary of State, as required by the statute.

The articles of association of the company were prepared, July 11, 1851, pursuant to the general railroad act of 1850, and signed by some 250 persons, promising to take an amount of stock which was sufficient according to the statute. A proper affidavit was annexed to the articles, and those articles were filed in the office of the Secretary of State on the 12th of March, 1852, and the plaintiffs became duly incorporated. Articles exactly like those filed were also used for the purpose of obtaining subscriptions; and the defendant became a subscriber to one of these articles, for two shares, some time prior to the making of the affidavit to the articles which were filed. The articles subscribed by the defendant were never filed in the office of the Secretary of State.

The action was brought to recover the amount of the defendant's subscription. The Court at the trial directed judgment for the defendant, and the plaintiff appealed. The following is the judgment of the General Term:

MARVIN, P. J. The case presents a single question. The proprietors of a railroad prepared articles of association in due form, in which thirteen directors were named; and as a matter of convenience, duplicated those articles for the purpose

of obtaining subscribers. To one set of these articles, a sufficient number of subscribers, and a sufficient amount of stock were obtained to justify the making of the affidavit required by the general railroad act; and such affidavit was made, and the articles and the affidavit were filed, and the plaintiff became duly incorporated. The defendant and some others subscribed a set of articles, which were not filed in the office of the Secretary of State, and to which no affidavit was annexed, prior to the making of the affidavit and filing the articles. * * * * * * * *

By the act of 1850, persons not less than twenty-five in number, may form the company, and for such purposes may make and sign articles of association, in which shall be stated the name of the company, &c., and the names of the thirteen directors. Each subscriber to such articles is to subscribe his name, place of business, and the number of shares of stock he agrees to take in said company. The articles of association may be filed, upon complying with certain provisions of the act, in the office of the Secretary of State, &c., "and therefore, the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation," &c. It is declared that "such articles of association shall not be filed and recorded in the office of the Secretary of State, until at least $1,000 of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per cent. paid therein in good faith," &c.; nor until there is indorsed or annexed thereto an affidavit of certain facts.

Sec. 4, authorizes the directors, when the articles, &c., are filed, to open books of subscription for further stock, in case the whole capital stock has not been subscribed. The defendant was not a subscriber for stock upon any book of subscription opened after the corporation came into being. If he is liable at all, he is so, as one of the persons acting in the formation of the company. He subscribed one set of articles, but those articles were never filed; others, precisely similar, were filed with the required affidavit annexed. Did the defendant become a corporator?

The persons who are authorized to form the company are authorized to make and sign articles of association, and then complying with the provisions of the second section, "such articles of association may be filed in the office of the Secretary of State, who shall endorse them on the day they are filed, and record the same in a book to be provided by him for that purpose; and thereupon the persons who have subscribed such articles of association, and persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association." Let us now read the second section. "Such articles of association shall not be filed, &c., until at least $1,000 of stock for every mile of road proposed to be made is *subscribed thereto, &c.*," nor until there is endorsed thereon, or annexed thereto an affidavit of certain facts. It is quite clear that there must be $1,000 of stock per mile, subscribed to the articles of association filed; and it is also entirely clear that those persons who have subscribed stock to the articles filed, became corporators and form a corporation. Are those who have signed articles of association not filed, and before any are filed, and which are copies or duplicates of those filed, excluded as members of the corporation? or, in other words, are they liable to the corporation upon such subscription.* *

As I understand the statute only those who have subscribed the articles of association *that are filed* become corporators and constitute the corporation, and those who subsequently subscribe stock in the books opened by the directors for that purpose. The statute speaks of *such articles* of association, that is, the articles that have been filed, and of the persons who subscribed them being a corporation. The case of *Mason* does not help us a particle, for in that case the articles subscribed by the defendant were filed, and the defendant was clearly a corporator. Justice Wright in *Tibbits'* case, takes notice that it is the *stockholders* from whom the directors are authorized to require payment, and cites § 9 of the act of 1848. I see that by the 7th section of the act of 1850, the directors may require the subscribers to the capital stock to pay the amount subscribed. But I do not think this change in the language is sufficient to effect the question. The defendant was not a subscriber for stock after the company organized. He proposed to be one of the corporation, and unless he became such he is not, in my opinion, liable. He is not liable upon any common law notion of a contract. If liable at all, his liability must be found in the statute. At the time he entered into the engagement no corporation existed. There is a class of cases where an individual entered into a contract with an existing corporation, or with individuals, and in such cases the contract may be governed by common law principles. But in the class of cases arising under special statutes which create the liability, the case must be brought within the statute; and when it is, the common law principles touching *consideration and parties* to the contract at the time it was made, have little to do with the case. The liability is a statutary liability. As I understand the statute in the present case, there are two modes in which a subscriber to stock may become a member of the corporation or a stockholder. One mode is by subscribing the articles of association and becoming a member of the corporation, as provided in section one and two; and the other is by subscribing to the capital stock in the book opened by the directors, after the corporation is in existence. Now if the defendant did not become a member of the corporation—if he was not one of the original corporators—he is not, in my opinion liable. And I am of the opinion that no one who has only signed articles of association before the corporation came into being, is a corporator or a member of the corporation, unless the articles so subscribed by him have been filed as required by the statute. By omitting to file the articles subscribed by the defendant the corporators have rejected him as a proposed member of the corporation, and have no claims upon him.

It is not necessary to inquire whether, had he complained, he had rights which would have been protected. The judgment must be affirmed.

RAILROAD IRON.

THE subscriber is prepared to sell AMERICAN and ENGLISH **RAILROAD IRON, CHAIRS, SPIKES, CARS** and **LOCOMOTIVES,** at the lowest market price, and securities taken in part payment.

B. F. FRENCH,
Cor. Nassau and Cedar Sts., N. Y.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Aug. 8, 1861.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three Per Cent. on the Capital Stock thereof, payable on the Twentieth day of August instant, upon Stock registered at New York, Boston, or Albany, and on the Twentieth day of September next, upon Stock registered at London. Stockholders whose Stock is registered at New York will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose Stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose Stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The Transfer Books which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Friday, the Twenty-third day of August instant.

JOHN V. L. PRUYN,
33 Treasurer *pro tem.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 24, 1861.

THE Transfer Books of this Company will be closed at the close of business on Wednesday, the 31st day of July instant, and will be re-opened on the morning of Friday, the twenty-third day of August next.

JOHN V. L. PRUYN,
4t30 Treasurer *pro tem.*

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

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New York Agency:
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32 Cliff St.

RAILROAD IRON.

THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

CONTRACTS for RAILS, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned,

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

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THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

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STOCK AND BOND COMMISSION BROKER,
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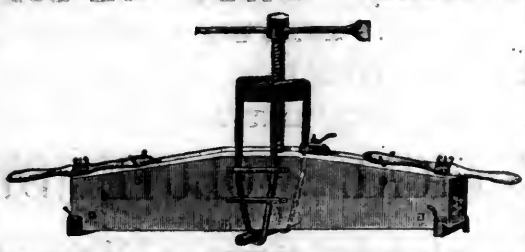
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SPECIAL NOTICE. Transfer of LETTERS PATENT.



WHEREAS Letters Patent, bearing date Nov. 1st, 1853, were granted by the Government of the United States to George Williston, of Brunswick, County of Cumberland, and State of Maine, for a Machine to straighten and curve Railroad Iron, giving and granting to said George Williston, his heirs, executors and assigns, for the terms of fourteen years from the date of said Letters Patent, the full and exclusive right and liberty of making, using and vending to others to be used, the said Machine, and whereas said George Williston sold and transferred one undivided half of his entire interest in said Letters Patent, to Wm. H. Lunt, of Bowdoinham, County of Lincoln and State of Maine, as will appear by reference to deed, date Nov. 2, 1853, recorded in the Patent Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—THEREFORE, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.

NEW YORK, July 10, 1861.

A. BRIDGES & CO.,
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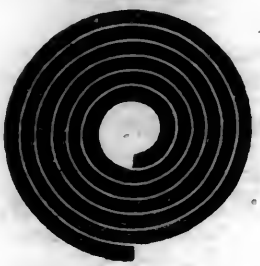
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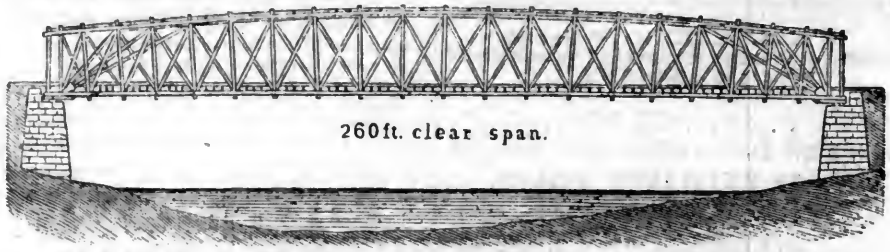
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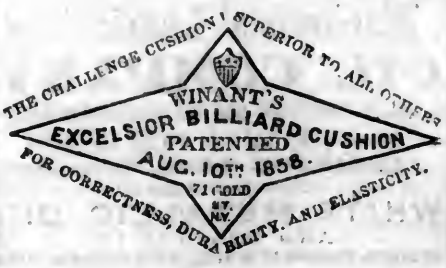
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, August 24, 1861.

Our Commercial Prospects.

The political and commercial world are so intimately allied, so dependent upon each other and so controlling in their reciprocal effect, that nothing can happen to the one without influencing, either for good or evil, the other also. The panic which has recently swept over our land, ruining thousands of merchants and scattering hard earned fortunes to the winds, is the result of a political crisis. The storm had long been gathering. At first it was a speck upon the horizon; but gradually the cloud darkened in appearance—now and then came a gust of wind, and ever and anon was heard the faint rumblings of thunder. But still the community did not take warning, and few if any preparations were made for the awful tempest. Now it has burst upon us, with all its stern reality.

That we shall ever again enjoy the same *character* of prosperity may well be doubted. Whatever may be the result of this unfortunate struggle, the old channels of business will be broken up; for many of the old merchants have failed, and political animosity, we fear, has gone so far as to separate men who were dependent upon each other for their very subsistence, and indisposed them to any future commercial relations. But that we shall be prospered, and that our prosperity will go on increasing, and, in due time, will surpass the measure of any past success, nay more, will go as far beyond it as the steam-engine, the printing press and the telegraph, surpass the tread mill, the manuscript and the stage coach, we have no manner of doubt. If, when peace is declared, the Southern States are still found in the Union the deprivations which thousands have suffered during the hostilities, the exhaustion of all the home stock of goods and merchandise usually furnished by the merchants, manufacturers and farmers of the North, will create an immense demand which will tax all the resourses of the nation to supply; while the economy now universally practised will result in placing all classes in a position to profit by this demand. And this will be only measurably less the case should the independence of the Southern States be finally acknowledged. The inhabitants of the new republic will be in the same destitute condition, and they will find, after all, that the Northerners are not their enemies, and that they are as ready as ever to supply them with goods cheaper than they can purchase them elsewhere.

The most serious view of the case is, however, involved in the supposition that the Northern and Southern citizens will be permanently debarred from trading with each other by a long war; or adverse legislation after hostilities have embittered each section, and the Southern Confederacy shall be established. To this we respond, that, admitting such an unwelcome state of things, still it is not the extent of a country or the number of its inhabitants that is the true basis of its prosperity. Each section has within itself the power of sustaining millions of yet unborn generations. If a balance were to be struck we should say that the North has an advantage resulting from the variety of occupations which give its inhabitants employment. But the ultimate prosperity of every country is dependent upon the intelligence, the industry and enterprise of its citizens. In these qualities there is no nation upon the globe that will surpass our own countrymen; and whether we exist in the Union as in times past, or separate into a Northern and a Southern Confederacy, these elements are a sure guarantee of the ultimate prosperity of both Nations. We know that a government which oppresses its citizens with heavy burdens of taxation may in time destroy much of this energy; and we lament the unfortunate divisions in our national counsels that has left no other way of settlement than by the arbitration of the sword, because it necessitates an expenditure of money which will weigh more or less heavily in time to come. But we also know that during the wars which ended in the overthrow of the first Napoleon, England, notwithstanding her vast outlay of money, actually increased her wealth in a greater ratio, than during any former period of her history. These wars extended from 1794 to 1816, and the total expenditures amounted to $8,499,551,195; the annual expenditures averaged nearly $100,000,000. These sums appear to us almost fabulous; but in 1801 the official value of her exports of cotton were only $35,000,000 while in 1822 they amounted to $155,000,000. Her manufactures and commercial interests increased in the same proportions. While her Generals were winning laurels in the field, her inventors were bringing forth the wealth of the nation and winning the undying gratitude of millions of men. The *Steam Engine* and the *Cotton Gin* developed resources which enabled her to bear the enormous taxation and to come out of the conflict stronger than ever. If England could do as well in the beginning of the century, shall we go behind her now? Are we less energetic, or have we fewer inventors? The archives of the Patent office, the many valuable American inventions during the last fifty years afford the answer. We have many Fultons and McCormicks left; and we hear the click of the Sewing Machine while we write. A few years in our history has made the drudgery of the farm, a rural pastime for nature's noblemen, while every department of manufacture has multiplied its productive power by the ingenuity of American inventors. These are sources of wealth that spring from intelligence and enterprise; and we believe that no nation is so greatly blessed in these respects as our own.

Nor are evidences of even a present prosperity lacking around us. The failures in the commercial world are chiefly among the heavy importers of foreign goods. Our home manufacturers are doing very well. As we walk abroad we see new stores being erected; excavations being made and foundations laid for other still more magnificent palaces. We are inclined to think that what many men want is confidence; and that those who pos-

sess confidence and exert themselves with their usual energy will come out well in the end. We believe that the cool weather of fall will bring a brisk home trade, and merrier hearts than panic mongers are now willing to admit.

New York Canals.

The present Canal Board entered upon its duties January 1, 1860. The condition in which it found the Canals and their revenues may be gathered from the annual message of the Governor, of the same date. The receipts from all sources belonging to the Canal Fund were insufficient, by nearly half a million of dollars, to pay for repairs and maintenance of the Canals and the interest on the Canal debt. The figures were these :—

The interest on the canal debt of $26,807,684 38	$1,400,000 00
Expenses, repairs, &c	897,858 96
	$2,297,858 95
Revenue from tolls, &c	1,859,879 63
Deficiency	$437,979 33

There seemed to be no resort to supply this deficiency but taxation.

In addition to the canal debt, the State owed $6,500,000 on account of the general fund, requiring an annual interest of about $400,000, and was without any source of revenue, except taxation, to meet either that charge or the ordinary expenses of administration.

At the same time the canals were unfinished and required an expenditure of $1,600,000 to complete them. * * * The Legislature, elected in ignorance of an actual deficiency of revenue, and of course without any instructions upon the point from their constituents, adjourned, after providing for the immediate wants of the State and for the completion of the canals, by the heaviest tax ever levied upon the people, leaving it to the Canal Board to devise a policy which might save the State from perpetuating such a system,

To this duty the Canal Board addressed itself by reducing the expenditure on the one hand and increasing the revenue on the other.

The effort to reduce the cost of maintenance and repairs produced gratifying results.

Expenses in 1859-'60	$897,878 96
Same in 1860-'61	746,976 78
Annual saving	$150,902 18

The expenses for the present year can now be estimated only, but there is no reason to suppose they will exceed those of 1860-'61.

To increase the revenue no means appeared to be so expedient as an increase of the rates of toll.

The increase was denounced by some, who dreaded its effect upon the tonnage of the canals, by diverting transportation from the canals to railroads. This opposition was reinforced by nearly the entire carrying interest upon the canals, which maintained that its business would be circumscribed thereby. The Board, however, persisted in discarding the ruinous rates at which the tolls had been placed, and upon several important articles of transport it imposed a moderately increased rate. Experience has settled the question between the Canal Board and such as dissented from its views. The Auditor's report, made to the Legislature in January last, contains this statement :— "On every class of articles on which the rates have been raised, the toll receipts have been increased over 1859." The result of the year's business was most satisfactory, and contrasted with that of the previous year thus :—

Tolls received in 1860-'61	$3,009,597 00
Tolls received in 1859-'60	1,723,945 00
Increase in 1860-'61	$1,285,652 00
Add amount saved in expenses	150,902 18
Increase net income in '60 over '59.	$1,436,554 18

Instructed as well as encouraged by results like these, the Board made some further modifications of the rates of toll last spring. Up to August 1st the increase over the large receipts of 1860 is $293,000; which justifies the belief that the whole increase of the present year will be $500,000 over 1860 and $2,000,000 over 1859.

Contrasting the close of 1861 with the opening of 1860, it will be seen that while, on January 1, 1860, the canals were deficient in receipts to pay expenses and interest by the sum of $437,979 33, they will be able, on January 1, 1862, to pay, from the receipts of the year, all charges for expenses and interest, and $1,500,000 of principal.

The hope may now be reasonably indulged that, if the policy established by the present Board be adhered to—rigid economy and adequate tolls—the day is not distant when the canals will redeem the State from debt and taxation.—*Albany Evening Journal.*

Gold in Lower Canada.

We have been favored by a friend, a practical gold-miner, who spent some years in the placers of California, engaged in gold-mining, with an account of his exploration of the Chaudiere gold district during the present summer. Our informant spent two months in prospecting the country from the junction of the Du Loup and Chaudiere rivers, where the Montreal Company worked, and where the Napanee is now working, to the Maine and New Brunswick boundary lines. The season has been one of the worst ever known for prospecting, the water in the rivers and brooks being at flood height, and the ground saturated with moisture by the constant rain. He was therefore prevented from examining the beds of the stream, and sinking trial shafts to the necessary distance to obtain an accurate knowledge of the nature and extent of the distribution of the precious metal. But with these unfavorable circumstances his general exploration was highly successful. He found gold in the banks of every stream examined, in the ditches by the road side, in the gravel beds adjoining water courses, on the tops of hills far removed from water, and in other localitities which cannot have been submerged for many ages. The general character of the gold, of which we have many specimens now before us, is great purity and exceeding coarseness; some of it is much water worn, and other specimens appear to have been only recently dislodged from the quartz matrix. The country generally exhibits broad exposures of slate, traversed by numerous quartz veins, and resembles in every respect the gold region of California with the exception of the absence of volcanic evidences. Although it is believed by geologists that the coarse gold of the Chaudiere had its origin in quartz veins, up to the present time there has been no discovery of gold in this connection. We have now to announce the discovery of a large quartz vein in the Chaudiere district carrying an unusually large amount of gold in drills and nuggets, many of them weighing several ounces, and the discovery of other leads showing smaller indications of the precious metal, and proving conclusively that those quartz veins may be worked in Canada as in Australia or California with a prospect of very large returns. One mass of quartz taken from the large vein was thickly set with nuggets of gold from an ounce up to six ounces in weight, carrying the gold not in regular strings but isolated lumps throughout its substance, a quantity of quartz estimated at five hundred weight having yielded to the discoverer seven hundred dollars worth of gold by the simple process of breaking out the largest pieces with a hammer, and still containing a larger amount of finer gold only to be obtained by crushing.

Our informant states that he saw nothing equal to this mass in the most productive quartz leads of California, and if the remainder of the vein from which it was taken is at all like it, its value is incalculable. It was discovered last year by some inhabitants of the district, who kept its locality a secret. It was from this vein that the large nuggets sold in Quebec last November were taken. We have before us some specimens, showing its exceeding richness.

The gold in the different streams varies much in character; in some it is exceedingly fine, as fine indeed as that of Frazer's River; in others, and some of the smallest, it is coarser than that found in California, the fine gold being apparently the result of the decomposition of auriferous pyrites, and the coarse the product of quartz veins.

Hitherto the streams alone have been worked, and the operations on them were conducted with so little skill, that our informant is surprised that any gold was obtained; as it was the whole of the fine gold was washed away.

Yet, in one instance 15,000 dwts. were taken from a little more than half-an-acre of a bar; in another nine pounds weight were got from a single hole, and more recently $2,000 were obtained in two days, after damming a considerable stream, nearly all being coarse gold.

Our informant is of opinion, and as a thoroughly practical man his opinion is entitled to the highest consideration, that the dry diggings in the Chaudiere district will be found more productive than the streams. He says that on the whole California streams have not repaid the expense of working them. He believes that the streams contain no more gold than has been displaced by the water from the rocks traversing them, and that the whole country in their vicinity would be found as rich, and in many cases much richer, if mined in the same manner as similar lands are in California and Australia, by sinking shafts through the gravel down to the rock or clay beds beneath. He says that in no part of California could he obtain the same quantity of gold by the same means as he obtained upon the Chaudiere and its tributary streams; that the surface prospects, in spite of the unfavorable season, were superior to any he had ever found before; and that with ordinary skill, by simply panning on the river banks, large wages can be made with certainty.—*Montreal Commercial Advertiser.*

Great Indian Peninsular Railway.

A proposal of this company to have a line surveyed, from Sholapore to Hyderabad has received the sanction of the Bombay Government, and a reference to the Secretary of State for India will be made for the purpose of obtaining guaranteed interest at 5 per cent. The annual report of operations on the railway for 1860 61 shows that the total receipts for passengers and goods were 11,-04,548r. from January to June, 1860; and 10,39,-023r. from July to December, 1860—the former amount on 329,174 miles run, and the latter on 318,551 miles. The expenditure from January to June, 1860, was 6,50,801r., and for the latter half-year, 6,46,099r. The per centage of expenditure on gross receipts was 58.92 and 62.18 for the two half-years respectively, the gross cost of open line being 2,523,711*l.* and 1,584,214*l.* respectively. The net revenue for the two half-years was 4,53,-746r. (41,593*l.*) and 3,96,923r. (36,018*l.*) respectively—the equivalent to, per cent. per annum, being 3*l.* 5s. 11d. and 2*l.* 15s. 9d. respectively.

Floating Piers on the Ganges.

Letters from Calcutta announce the intended formation of a public company for that place with a capital of 200,000*l.*, for the purpose of erecting floating piers on the banks of the Ganges. The want of docks, piers, or other appliances for facilitating the shipment or discharge of cargoes at Calcutta has hitherto been found a very serious drawback. Floating piers recommend themselves by the facility with which they are established, and also by their adapting themselves to the rise and fall of the tide, so as to present an unvarying altitude relatively with a vessel alongside. The example of the landing stages at Liverpool shows how efficient for all the purposes of commerce floating piers may be rendered.

Census of Ireland.

The following table shows the number of inhabitants in each province, county, city and certain corporate towns, in 1841, 1851 and 1861. The total population of Ireland on the 7th of April, 1861, was 5,764,543, a decrease as compared with 1851, of 787,842, or 12.02 per cent. In the previous decade the decrease was 1,622,739, or 19.85 per cent. The entire loss in 20 years being equal to 31.87 per cent. The diminuation has been greatest in Munster, where it is 18 per cent., and least in Ulster, where it is only 5 per cent. The Commissioners ascribe the decrease to emigration, as there has been no other powerful cause in operation, such as famine, pestilence or war. From the report of the emigration commissioners, it appears that 1,230,986 emigrants left Ireland during the last ten years; and from the returns obtained by the Registrar General of Ireland it is found that of these, 1,174,179 were set down as *permanent emigrants.*

The table also shows the religious denominations—Catholic, Protestant and Presbyterian—in 1861. This portion of the returns was looked for with much anxiety, as no similar return had been made since 1834. The results are as follows: Roman Catholics, 4,490,583; Members of the Established Church, 678,661; Presbyterian, 528,992; other persuasions, 8,414; Jews, 332. The total number of Protestants in Ireland is 1,273,960—giving the Roman Catholics a majority of 3,216,623. In obtaining these returns the enumerator met with every facility from the clergy and people; and but few complaints having been made, the commissioners infer that they are nearly, if not quite correct.

POPULATION OF IRELAND IN 1841, 1851 AND 1861.

Provinces.	Total in 1841.	Total in 1851.	Total in 1861.	Decr. in 1861.	Protestants.	Catholics.	Presbyterians.
LEINSTER.							
Carlow County	86,228	68,078	57,232	10,846	6,241	50,613	107
Drogheda Town	16,261	16,847	14,730	2,117	1,023	13,340	211
Dublin City Municipal	232,726	258,369	249,733	8,636	46,922	194,601	4,454
Dublin City Suburbs	140,047	146,778	46,231	.....	15,248	28,489	1,110
Dublin City County			106,058	.....	19,078	84,524	1,024
Kildare	114,488	95,723	84,930	10,793	6,832	77,114	815
Kilkenny City	19,071	19,975	14,081	5,894	1,084	12,854	85
Kilkenny County	183,349	138,773	109,476	29,297	4,597	104,667	95
King's County	146,857	112,076	88,491	23,585	8,282	79,306	156
Longford County	115,491	82,348	71,592	10,756	6,114	64,810	529
Louth County	111,979	90,815	75,140	15,675	4,975	69,100	908
Meath County	183,828	140,743	110,609	30,139	6,584	103,489	410
Queen's County	153,930	111,664	90,750	20,914	9,854	79,959	247
Westmeath County	141,300	111,407	90,856	20,551	6,309	83,813	323
Wexford County	202,033	180,158	143,594	36,564	12,840	129,824	285
Wicklow County	126,143	98,979	86,093	12,886	15,251	69,750	271
Total	1,973,731	1,672,728	1,439,596	233,142	171,234	1,246,253	10,911
MUNSTER.							
Clare County	286,394	212,440	166,275	46,165	3,371	162,572	235
Cork City	80,720	85,732	78,892	6,840	9,574	67,092	625
Cork County, E. R.	773,398	351,815	280,443	71,372	16,374	262,587	711
Cork County, W. R.		211,761	178,161	33,600	14,583	162,002	235
Kerry County	293,880	238,254	201,988	36,266	6,211	195,295	252
Limerick City	48,391	53,448	44,626	8,822	3,934	39,689	366
Limerick County	281,638	208,684	170,983	37,701	5,606	164,878	139
Tipperary County, N. R.	435,553	147,209	108,466	38,743	6,892	100,913	163
Tipperary County, S. R.		184,358	139,030	45,328	4,970	133,324	288
Waterford City	23,216	25,227	23,220	2,077	1,912	20,465	236
Waterford County	172,971	138,738	111,116	27,622	3,265	107,354	235
Total	2,396,161	1,857,736	1,503,200	354,536	76,692	1,416,171	3,685
ULSTER.							
Antrim County	276,188	251,383	247,414	3,969	45,087	61,220	133,440
Armagh County	232,393	196,084	189,382	6,702	58,643	92,100	30,988
Belfast Town	75,308	100,301	119,242	.....	29,242	40,690	43,346
Carrickfergus Co. & Town.	9,379	8,520	9,398	.....	1,827	1,052	5,562
Cavan County	243,158	174,064	153,972	20,092	23,187	123,825	5,536
Donegal County	296,448	255,158	236,859	18,299	29,942	177,560	26,694
Down County	361,446	320,817	299,866	20,951	60,516	97,234	126,013
Fermanagh County	156,481	116,047	105,372	10,675	40,676	59,490	1,857
Londonderry County	222,174	192,022	184,137	7,885	30,871	83,428	66,014
Monaghan County	200,442	141,823	126,340	15,483	17,706	92,714	15,405
Tyrone County	312,956	255,661	238,426	17,235	52,433	134,374	46,816
Total	2,386,373	2,011,880	1,915,408	101,472	390,130	963,687	511,371
CONNAUGHT.							
Galway County	422,923	297,897	254,256	43,641	7,534	245,950	397
Galway Town	17,275	23,788	16,786	7,001	786	15,554	165
Leitrim County	155,297	111,897	104,615	7,282	9,516	93,844	351
Mayo County	388,887	274,499	254,449	20,050	6,937	246,108	933
Roscommon County	253,591	173,436	156,154	17,282	5,227	150,490	252
Sligo County	180,886	128,515	125,079	3,436	10,605	112,526	927
Total of Connaught	1,418,859	1,010,042	911,339	98,692	40,605	864,472	3,025
Total of Ireland	8,175,124	6,552,385	5,764,543	787,842	678,661	4,490,583	528,992

Journal of Railroad Law.

RAILROADS; THE LAND UPON WHICH THEY ARE BUILT PROTECTED FROM SALE UNDER EXECUTIONS. THE INTERESTS OF THE PEOPLE INVOLVED.

The interest of the public in railroads, as convenient means of transportation of merchandise and of travel, is quite as direct as the interest of the corporation. For this reason railroad companies are endowed with certain privileges which are incidental to their character, and exist by virtue of the public interest in them and not through any merit of their own. It has thus been held by the Supreme Court of Philadelphia, in the case of the Plymouth Railroad Company *vs.* Stephen Colwell—that where a company has authority to buy land, and does purchase land over which it constructs a railroad, in pursuance of the powers granted in the act of incorporation, the land so covered, and necessary for the full enjoyment and exercise of its franchise, is not liable to be seized and sold under an execution issued at the suit of a judgment creditor. And this in virtue of the public interest in the road, which would be disastrously affected if the property of the road could be thus interfered with.

By an act of Assembly, of the 18th of March, 1836, the plaintiffs were incorporated as a railroad company to build a railroad apparently for the purpose of connecting the lime-kilns and farms of the interior of Montgomery county with the Philadelphia, Germantown and Norristown Railroad. In April, 1837, they bought a farm of Aaron Luckens of 40 acres and 104 perches, through which their road was to pass. They built a cheap railroad, 3¾ miles long, suitable only for horse power, and have maintained it as such ever since. In 1841, they sold off to John Freedly and others 38 acres and 130 perches of the Lukens' farm, retaining only one acre and 134 perches—the premises in dispute. In 1844, this retained lot was sold at sheriff's sale on a judgment of Joseph Leedom against the Company—the sale was set aside—and it was sold again on the same judgment to John Freedly for $950. The last levy and sale described the premises as "two acres more or less, on a part of which is the Plymouth Basin, and the Plymouth Railroad passes across said lot, subject to the corporate franchises of the said Plymouth Railroad Company over a part of said lot if any they have." Exceptions were filed to said sale on behalf of the company, on the ground that the premises were expressly reserved to the company for railroad purposes, and that they included the basin and grounds on which the road is located, and which are indispensable appurtenants of the road. The court overruled the exceptions and confirmed the sale. On the 26th of November, 1849, Freedly conveyed part of the premises to Colwell, and after Freedly's death, his executors, in 1853, conveyed the residue to Susanna Jacoby. The company claimed the basin as a means of communicating with the Schuylkill Canal. It would seem there was a basin on the Lukens farm before the company bought, and that it was used as a deposit for logs to supply an adjacent saw-mill. After their purchase the company deepened the basin so as to accommodate canal boats which were brought in there to receive from the railroad lime and other freights to be carried away by the Schuylkill Canal. The company insisted on their

right to retain the basin for this purpose, and they claimed the rest of the ground for the tracks of their road, for depots, engine houses, etc.

The following is the opinion of the Court rendered upon the decision of the case, in which certain distinctions are laid down as to what does and what does not constitute land or appurtenances exempt from such seizure.

WOODWARD, J.—What was the effect of the sheriff's sale on the company's title? They had very express authority by the incorporating law to buy, hold, mortgage and sell lands; and in locating their road they probably found it expedient to buy the Lucens farm rather than pay damages for crossing it. This is often the true policy of railroad companies. But lands so bought and not actually dedicated to corporate purposes, are bound by the lien of judgments, and are liable to be levied in execution and sold by the sheriff in the same manner and with the same effect as the lands of any other debtor. As to land which has been appropriated to corporate objects, and is necessary for the full enjoyment and exercise of any franchise of the company, whether acquired by purchase or by exercise of the delegated power of eminent domain, the company hold it entirely exempt from levy and sale, and this on no ground of prerogative or corporate immunity, for the company can no more alien or transfer such land by their own act than can a creditor by legal process, but the exemption rests on the public interests involved in the corporation. Though the corporation in respect to its capital is private, yet it was created to accomplish objects in which the public have a direct interest, and its authority to hold lands was conferred that these objects might be worked out. They shall not be balked, therefore, by either the act of the company itself or of its creditors. For the sake of the public, whatever is essential to the corporate functions shall be retained by the corporation. The only remedy which the law allows to creditors against property so held is sequestration; 9 W. & S. 28. And that remedy is consistent with corporate existence, whilst a power to alien, or liability to levy and sale on execution, would hang the existence of the corporation on the caprices of the managers or on the mercy of its creditors. For, the corporation would cease to exist for the purposes of its institution when its means of subsistence were gone. It might still have a name to live, but it would be only a life in name. A railroad company could scarcely accomplish the end of its being, after the ground on which its rails rest had been sold to a stranger. If such is in general the law of corporate tenures which are essential to corporate functions, it is peculiarly the law of this case where Freedly took his title from the sheriff, expressly subject to the franchises of the Plymouth Railroad Company.

Then what are the franchises of this company? Do they include a right to the basin for purposes of navigation?

The company were authorized to build a railroad, with as many sets of tracks as they may deem necessary, from a point in the lands of Samuel Maulsby, in the township of Whitemarsh, in the county of Montgomery, near the road dividing the township of Whitemarsh and Plymouth, east of said road, "and terminating at some suitable point of the Philadelphia, Germantown and Norristown Railroad, between Metser's ford and Wager's ford, on the river Schuylkill, in said township of Plymouth."

The reference to the river Schuylkill and the fords thereof, was for the purpose of fixing, with approximate certainty, the point *ad quem* the railroad was to be built; but its actual terminus was to be on the Philadelphia and Norristown Railroad. A connection with that road was intended, but not with the Schuylkill Canal. The thing contemplated was a transportation by connecting railroads, and not by a railroad and canal. There is not a word in the law of incorporation which imports an intention to create a navigation company. Then what has the company to do with canal basins and canal boats? It is not pertinent to urge that their road would be more profitably worked in connection with the canal than with the railroad. Their corporate powers are to be measured by a strict construction of the legislative grant. If they possess the right claimed, it must be found in the powers specifically granted, or it must result as a necessary implication from the express grants, and if it can neither be found in nor inferred from the terms of the grant, it does not exist. Authority granted to terminate a road on the Philadelphia and Norristown Railroad, cannot be construed an authority to terminate it in the Schuylkill Canal. And it follows as a necessary consequence, that a canal basin is not a legitimate incident of a railroad having no authorized canal connection. Neither, therefore, under the general principles of law, nor the particular qualification expressed in the sheriff's deed to Freedly, was this basin held as an appurtenant of the railroad, and hence a valid title passed by the sheriff's sale to Freedly, and through him to Mrs. Jacoby.

But the whole lot was sold, and included the very bed of the road, as well as the ground that was needed for a depot and other buildings. As to such portions of the lot as were occupied or appropriated for these purposes, no title passed to Freedly, and none, of course, vested in Mrs. Jacoby. Yet she having taken defence for the whole, the verdict ought to have distinguished what was lawfully appurtenant to the road and what was not. The company must be protected in the possession of all that is really essential to the enjoyment of their franchise.

Their charter authorizes them to appropriate four rods in width, and limits them to that, except in deep cuts and fillings, or at points selected for depots, or engine or water stations. It evidently contemplated a locomotive road, and it gave them five years to complete it, "according to the true intent and meaning of this act." In ascertaining the necessary appurtenances of the road, regard is to be had to this limitation of time, for the appropriations of ground were to be all made within that time. The road was to stand complete at the end of five years—not that all necessary tracks and buildings which increasing business should require to be added to the first construction, should have been erected in that time, but that the ground for all such additions should have been appropriated, and one track at least finished.

If the fact be that a locomotive road has not yet been constructed, it is too late to appropriate ground for engine and water stations; that should have been done within the five years. And, indeed, it would be hard for the company to maintain the track of a horse road under such a law as they have, if they were proceeded against by the Commonwealth. But we will not allow them to be ousted from the ground they actually occupy, by an intruder, with merely color of title; nor is a forfeiture of chartered privileges to be declared in this collateral action. They are entitled to retain and enjoy the ground they occupy, and which they appropriated for the lawful purposes of the road within five years from the date of the charter. But no alleged appropriation for engine houses and water stations ought to be respected, if it was followed by no *bona fide* effort to build a locomotive road, according to the plain intent of the charter. Without such a road, an appropriation of that sort would be useless, if not fraudulent.

The court, however, ordered a new trial on the ground that the question as to what portion of the ground had become appurtenant to the road by appropriation, such as described, was one of fact which ought to have been submitted to the jury.

East Brandywine and Waynesburg R. R.

On the 15th instant the cars on this road made their first trip, and are now steadily running—a distance of eighteen miles—between Waynesburg and Downingtown, along the banks of the East Brandywine River, connecting with the Pennsylvania Central Railroad at the latter place. The road has a single track, and was commenced one year ago. It opens a fine farming country, in which are a number of iron mines and foundries, with many ore beds yet undeveloped. The manufactured iron of this vicinity has hitherto been carted to Dowingtown. There are no coal beds, yet discovered, on the route. The scenery is pleasing, but not bold. The few engines and cars, at present required, are borrowed from the Pennsylvania Central Railroad Company, who, it is thought, will lease the road, arrangements now being in progress to that end. No stations or engine houses are yet built upon the route. The cost has been about two hundred and forty thousand dollars. The stock is chiefly owned by farmers in the neighborhood, who, as usual with farmers upon projected railroads, were induced with great difficulty to subscribe, not being able to see that a railroad would benefit their property.

Cleveland, Painesville and Ashtabula R. R.

At the annual meeting of this company recently held at Cleveland, the following named gentlemen were elected directors for the ensuing year: A. Stone, jr., T. M. Kelley, S. DeWitt, William Case, H. B. Payne, William Collins, James Miles, J. B. Johnson, Samuel F. Randall, Hamilton White, E. M. Gilbert, C. C. Dennis, Henry E. Parsons. At a subsequent meeting of the Directors the following gentlemen were elected officers of the board: President, A. Stone, jr.; Secretary and Treasurer, Geo. B. Ely; Superintendent, H. Nottingham; Engineer, Charles Collins.

Steel Rifled Guns.

Messrs. CORNING, WINSLOW & Co. have made the steel rifled guns for the Government. They are also preparing to manufacture, on a large scale, a new gun invented by JUAN PATTERSON. It is said to be a very valuable improvement.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil.' Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	.....	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	—
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	—
								FLORIDA.													
-- -- '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May,'58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,553	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	....	58½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	39½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	65
-- -- '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	63½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	—
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	182,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,402	—	—
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May,'58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	985,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	—
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	—	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	—	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
-- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	451,922	223,649	—	—
31 Mar. '59	206.0	—	....	205.0	80	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	—
31 Aug. '60	53.7	—	—	135.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,728	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	41½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	14
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	555,484	915,626	450,096	8	106
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	64½
30 Nov. '60	19.9	1.3	3.6	—	...	...	...	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	...	...	...	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	600,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	...	...	...	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393.589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	89,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	...	...	...	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	opo	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	...	...	...	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	42½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	14
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	—	—	—	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	...	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	111
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,186,847	710,896	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,718	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	225,553	112,441	6½	.....
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,288	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.6	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,961	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	33
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,627,406	—	25½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,100	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,246	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	657,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3.365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,884	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	176,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,666	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	61,200	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,955	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,452	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	674,276	12	95
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	389,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	9
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	29½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	81
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	70
31 Dec. '58	178.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.8	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,080	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pitteb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,456	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	3	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	70
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.8	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	57
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	39[illegible]927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,709	—	5½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681,158	3,06[illegible]299	3,474,546	13,261,960	17,163,947	367,489	32,407,121	423.0	3,476,812	5,932,701	2,296,402	6	38
30 Sep. '59	12.0	—	—	0.3	67.0	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	—	16	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,865	2,121,610	20,180	11,737,041	12,195,950	1,125,000	26,057,991	161.4	—	3,312,546	858,597	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,300,000	—	—	200.5	48,677	1,258,597	471,712	6½	34

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities).	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,563	29,690	—	----
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	573,616	----	----	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,340	85,932	—	97,550	390,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,877	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	199,878	238,420	860,339	—	----
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,429	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,268	151,536	6	----
" " '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,526	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.														
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,751,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).														
" " '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
" " '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
" " '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196.568	—	----
" " '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
" " '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.														
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----	----	90.7	122,200	187,646	64,619	—	----
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,319	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	----	1,380,695	ope	r. by Vt.	Central	----	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
" " '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	14
" " '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----	213,964	31,045	—	----
— " '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.														
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
" " '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	11
" " '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
" " '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
" " '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
" " '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
" " '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
" " '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.														
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	----
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----	----	----	—	----
								NOVA SCOTIA.														
— " '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.														
Dec. '60	48.7	—	----	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----	1,550,373	1,936,131	12	106

New York Stock Exchange.

Sale Prices for the week ending August 21, 1861.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Federal Stocks:—						
U. S. 6s, 1871	80½	----	----	79½	----	----
U. S. 5s, 1874	81	81	----	80½	80	80
U. S. 5s, 1865	----	86	86	86	86	----
U. S. 6s, 1881	88½	88½	88	88	----	88
U. S. 6s, 1862	----	95	95	95	----	----
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	----	----	----	----	88	87½
U. S. 6s, 1880	----	----	----	88	----	----
Treas. 12 p. c. notes	101½	----	----	----	100½	101
" 10½ " "	----	----	----	----	----	----
" 6 " 2 years	96½	97½	97½	97½	97½	97½
State Stocks:—						
California 7s	76½	76½	76	75½	75½	----
Georgia 6s	70	----	77	68	67½	69
" 5s	----	----	----	----	----	----
Illinois 6s	81½	82	----	----	----	82
" Canal bonds	----	----	80	79	----	80
Indiana 5s	----	----	----	----	75½	----
Kentucky 6s	----	----	----	77½	77	77
Louisiana 6s	64½	64	64	63	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	80½	----	80	80	----
" 7s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	43½	43½	43½	42	42	42½
Do. 1ss. to H.&St.J.R.	46	47½	47	----	46	45½
New York 6s, 1868	----	----	----	----	----	100½
" 7s, 1864	----	----	107	----	----	----
North Carolina 6s	66	66½	66	65	64½	66½
Ohio 6s, 1860	91	----	----	----	----	----
Tennessee 6s, 1890	44½	43½	43½	42½	42½	43
Virginia 6s	56½	55½	55	54½	54½	53½
Railroad Shares:—						
Chicago, Burl. and Q.	58½	59	58½	----	58	58½
Chicago and Rock Isl.	39½	39½	39½	38½	38½	39½
Clev., Col. and Cin.	----	94	94½	94½	95	----
Clev., Painesv.& Asht.	----	----	----	----	----	----
Clev. and Pittsburg	----	----	----	----	----	----
Clev. and Toledo	30½	29	28½	28½	29	29½
" " S. F.	----	73	----	----	----	----
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	66½	65½	64½	64½	65	65
Hudson River	33½	33	33	32½	33	33½
Illinois Central (scrip)	64	63½	63½	63½	63½	63½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	41½	41½	41½	41	----	41½
M. S. and N. I. guar'd,	29	28	28½	27½	----	28½
M. S. and N. I.	----	----	----	----	12½	----
Mil. and P. du Chien	----	----	14½	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	74½	73½	73½	72½	73	73½
Erie	26½	26½	25½	25	25½	26½
Erie pref.	49½	49½	----	48	48	48
Erie Assessment Scrip	----	80	----	----	----	----
N. York and Harlem	----	----	10½	10½	----	----
N. Y. and H. "pref."	25½	----	25	----	24½	----
Panama	107	----	----	106	106	106
Phila. and Reading	36	36	35½	35	35	35½
Stonington	----	----	----	----	----	----
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	----	39	----	38	----	35
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	80
Cl. & Tol. S.F. 7 p.c.'85	----	----	----	----	----	----
Chi., Bur. and Q. 8 p.c.	----	92½	----	92½	92½	92½
D.L.&W. 1 M. 8 p.c.'71-5	----	----	----	----	----	95
" 2 M. 8 p.c.'81	----	----	----	----	----	98
Gal. and Ch. 1 M. 8 p.c.'63	----	97	----	----	97	----
" 2 M. 8 p.c.'75	----	96	----	----	----	95½
Hann. & St. J. 1 M. 8s	----	----	----	----	----	31
Hudson R. 1 M. 7 p.c.'69	----	102½	----	103	----	102½
" 2 M. 7 p.c.'60	----	----	----	----	----	----
" 3 M. 7 p.c.'75	80	----	----	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c.'75	89½	90	89½	----	----	90
" " 6 p.c.'75	89½	90	89½	----	----	90
L. Erie & Wab. 1 M.	----	----	----	61	----	58½
" " 2 M.	----	----	----	----	28	25
Mich. Cen. S.F. 8 p.c.'82	----	----	----	----	96½	96
" conv. 8 p.c.'69	----	----	----	----	----	96
Mich. Southern 1st M.	----	----	----	----	----	75
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	74	74	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	73½
" 2 M. 8 p.c.'77	60½	----	60½	----	----	55
Northern Ind. 1 M.	----	----	----	----	----	75
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y. C. 6p.c. certif.'83	----	92	----	92½	92	91
" 1 M. 7 p.c.'64	----	----	----	----	----	100
" bonds 1876	----	----	----	----	----	----
N.Y.&E. 1 M. 7 p.c.'67	----	----	----	----	103	103
" 2 M. 7 p.c.'79	----	----	----	----	----	100
" 3 M. 7 p.c.'83	86½	----	----	----	85	83
" 4 M. 7 p.c.'80	----	----	----	----	72	----
" 5 M. 7 p.c.'83	----	----	----	----	----	63
" conv. 7p.c.'62	----	----	----	----	----	----
" " 7p.c.'71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7 p.c.'73	98	97½	----	----	----	----
" 2 M. 7 p.c.'64	----	----	----	----	----	----
" 3 M. 7 p.c.'67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	----	84	----	83	86	----
Cumberland Coal Co.	----	----	----	----	----	----
Penn'a Coal Co.	----	76	77	----	77	76
Pacific Mail S. S. Co.	77½	78	71	70	70½	70½

The following are the closing prices in the London Market on the 3rd August:

United States 5s, 1874	76½	to	77½
Virginia 6s	46½	"	47½
Erie shares, ex assessment scrip	26½	"	27½
Erie shares, 7 per cent. preference	45½	"	46½
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	84	"	85
Illinois Central $100 shares, $80 paid, dis.	36½	"	35½
Illinois Central, all paid	62	"	64
Michigan Central 8s, Convertible, 1869	81	"	83
Michigan Central Sinking Fund 8s, 1882	85	"	87
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	91	"	93
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	92
New York and Erie, 3d mort., 1883, assented	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, August 24, 1861.

Railroad Reports.

Railroad Companies will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

There has been a large fluctuation in prices at the Stock Exchange during the past week, due, chiefly, to warlike rumors from Washington, and to the foreign news, which were unfavorably construed. There appears, however, to have been no adequate cause for the distrust which for a time prevailed, and there has been a considerable recovery from the decline, and better feeling prevails, and the tendency of the market is upward. The improvement, however, has not been large in Border State Stocks. Nearly the whole list of shares is better. The principal event of the week is the consummation of the negotiations between the Government and the Banks, whereby the latter have taken $50,000,000 of the new loan. Ten per cent. of the amount is already paid in. The prompt response of our capitalists to the wants of government has exerted a happy influence. The ability of the Banks named to take the $50,000,000 is ample. The capital of the Banks of the three cities is $120,000,000—of all the loyal States $329,000,000. The banking capital of New England, outside of the city of Boston, is $85,449,071, or very nearly twice as great as that of its metropolis. The deposits in the Banks of discounts in the loyal States are $207,388,618. The deposits in the Savings' Banks are nearly as large—those in the State of New York being $67,450,397; of Massachusetts, $45,054,584, of Rhode Island, $7,765,771; Connecticut, $20,161,942—making an aggregate for the four States of $141,378,110. The deposits in all the Savings Banks in the loyal States probably equal nearly $200,000,000; and in the Banks of discount and deposit fully $400,000,000. The action of the Banks as well as the increased activity and energy of the government, have exerted a favorable influence, and already considerable improvement is seen in business and commercial circles. The great drawback, however, to the business of New York, is the great falling off of its foreign trade. The total value of importations into this port since January, 1861, have been $88,653,826; for a corresponding period in 1860, $151,643,064, showing a diminution of $62,970,238. The exports during the some period have been $82,061,855, against $55,658,632 for a corresponding period of 1860, showing an increase of $26,403,223. This striking change in the commerce of the port explains the very large importations of specie since the commencement of the year. Money continues very abundant; the negotiation of the new loan not apparently exerting any influence upon the rates.

Holders of the first mortgage bonds of the Chicago and Northwestern Railway Company are informed that the bonds to be given in exchange for the first six coupons from each of said bonds, pursuant to the vote of the bondholders at their meeting, July 18, are now ready, and they are requested to present said coupons for exchange, without delay, at the agency of the Company, No. 12 Wall st.

The coupons on the bonds of the Boston, Concord and Montreal Railroad Company due Aug. 15, will be paid at the office of J. A. Underwood & Son, No. 18 Exchange Place, New York and at the office of Lyon & Vose, Nos. 1 and 3 Liberty Square, Boston.

Chesapeake and Delaware Canal.

This Canal commences in Delaware City, on the Delaware River, 42 miles below Philadelphia, and runs to Back Creek, a tributary of Elk River, which falls into the Chesapeake Bay, a distance of 13.63 miles. It has three locks—one having a lift of 16 feet on the Chesapeake side, and two on the Delaware side of 8 feet each. The locks are 220 feet by 24 feet, and passes vessels drawing 9 feet of water. There is also a tide lock at either terminus. The deepest cut is about 86 feet. The canal is supplied with water by pumping engines. This was one of the first works of the kind undertaking in the United States. The near approach of the two great indentations of the coast formed by the Chesapeake and Delaware Bays, mutually suggested their connection, by artificial means for commercial purposes, as well as for the maintenance of internal communication in time of war. In 1808 a complete survey of the route was made to ascertain its feasibility for the proposed work, but nothing was done in the way of construction till 1824, when the route was finally located and the work commenced. It involved many difficulties and obstacles not anticipated, and its cost greatly exceeded the estimates; and it was till the fall of 1829 that it was formally opened for business. For many years its revenues were small and the finances of the company were in an embarrassed condition. It was not till some fifteen years after its opening that it earned the interest on its debts. Up to 1847, the amount overdue had reached the sum of $796,592. At that time the revenues of the canal had so increased as to afford a prospect that, for the future, the earnings would discharge the accruing interest, and a proposition was made to the bondholders to convert the arrears into certificates due in 20 years from July 1, 1847, which was acceded to. In 1853, a further loan, amounting to $195,900, was authorized and made for the construction of new locks. In 1856, the bonds of 1836, amounting to $1,593,185, became due, and for the purpose of funding these, and consolidating all the liabilities of the company into one class, the canal and property of the company were mortgaged as security for a new issue

of bonds to the amount of $2,800,000, due in 30 years from July 1, 1856, and into which all the different classes of indebtedness have been converted, with the exception of $72,056. Since 1847, the accruing interest has been regularly met. A dividend of three per cent. was declared June 1, 1853. No farther dividend has been paid. The capital stock paid in, including old, new and united stocks, is $1,343,563 50. The funded debt amounts to $2,729,400, described as follows: 1st mortgage, 6 per cent. coupon bonds, $2,657,343 21, dated July 1, 1856, and payable in 30 years, interest payable semi-annually in Philadelphia. Loan of 1836, (due in 1856) $50,067 80. Loan of 1847, (due in 1867) $21,988 99.

The receipts from tolls for the year ending May 31, 1861, were $195,946 39; from other sources, $12,753 60—making a total of $208,699 99. The contingent and incidental expenses, including all items for repairs, salaries, wages, interest on loans, and all other expenses, amount to the sum of $224,409 38. The income account is as follows:

RECEIPTS.

Balance from previous year		$20,910 83
Tolls received during the year		195,946 39
Temporary loans paid in		27,000 00
Sinking fund	$6,751 94	
Temporary investment	3,715 36	
Dividend fund	971 80	
Money loaned out	465 00	
		11,904 10
For erection of telegraph line		500 00
Rents, etc		394 50
		$256,610 82

EXPENSES.

Ordinary expenses at the canal	$30,520 86
Water works—for fuel	6,095 83
" for ways and repairs	8,486 08
Wickets for new locks	2,836 34
Telegraph line	1,385 00
Incidental expenses	11,131 41
Interest on mortgage loans, etc	163,953 86
Loans ($8,000 mort.) purchased	6,684 66
Balance in hand of treasurer	25,516 78
	$256,610 82

The expenditures for repairs and maintenance of the works have been larger than for either of the past three years. The expenses in the Deep Cut, in consequence of a tendency to slides manifesting intself, have been one cause of the increase. The road bridges over the canal, and the approaches and guards connected with them, have required a large outlay for repairs. The bridge at Chesapeake city has been entirely rebuilt. The re-opening of Exton's drain; repairing of company's wharf at Delaware city; wickets for new locks; telegraph line, etc., are extraordinary in their character and amount, and cannot be considered as embraced in the amount required for the annual ordinary maintenance of the canal and its works. The report says:

The past year commenced with the brightest prospects, which have been presented for many years; for five months these prospects were more than realized, and if our business had continued to the end of the year, as it had commenced, our income would not only have been sufficient for all ordinary as well as extraordinary purposes, but a large surplus with which to commence the present year, would now be in the Treasury. The fallen condition of our business for the last six months, has compelled the Board to present a Statement, very different from that which it had the best reasons to anticipate but a few months ago—causes well known to the whole public, deeply to be lamented by every citizen, have arisen, by which the trade passing through the Canal from and to the Chesapeake Bay, as well as that from the Tide-Water Canal and Susquehanna River, has either been temporarily suspended or entirely abandoned.

The following is a statement of the financial condition of the company May 31, 1861.

Cost of canal	$3,561,785 25	
Cost of old feeder	110,925 00	
		3,672,710 25
Temporary investments		62,922 84
Sinking fund, viz:		
Stock of C. & D. Canal Co.	$100,000 00	
Mort. loan held by trust.	112,532 26	
		212,532 26
Dividend fund		82,549 92
Real estate		16,731 45
Balance in Treasury		25,516 78
		$4,072,063 50
Capital stock		$1,343,563 50
Mortgage loan		2,657,343 21
Balance of funded debt of 1856		50,067 80
" " 1867		21,988 99
		$4,072,963 50

The " dividend fund " was created in 1856, in pursuance of the mortgage of that year, which required that $25,000 per annum should be used in the purchase of the company's bonds, if such amount of surplus revenue should be made, and that the bonds purchased should be cancelled and converted into stock at par, and be divided among the stockholders at some future time. The " sinking fund " is simply the loans of the company purchased for the use of the company as occasion may require.

President—A. C. Gray, Newcastle, Del.

Directors—Algernon S. Roberts, Samuel W. Jones, George Cadwalader, I. Pemberton Hutchinson, Francis R. Cope, C. H. Fisher, Samuel Norris, Francis Hopkinson, Joseph Swift, Samuel C. Morton, Joseph Jones, Tobias Wagner, J. Francis Fisher, John Bohlen.

Treasurer—H. V. Lesley, Philadelphia.

Euphrates Valley--the Route to India.

It is not too much to say that there is no existing or projected railroad that can for a moment compare, in point of interest and importance, with that of the Euphrates Valley. It brings two quarters of the globe into juxtaposition, and three continents—Europe, Asia and Australia—into corelation. It binds the vast population of Hindostan by an iron link with the people of Europe, it inevitably entails the colonization and civilization of the great valleys of the Euphrates and Tigris, the resuscitation in a modern shape of Babylon and Nineveh, and the reawakening of Ctesiphon and Bagdad of old. It will also settle the mail route to and from Australia and China—an element of prosperity of very great importance—for the passenger traffic from the Australian colonies exceeds one hundred weekly, and ere the railway can be completed will be five times that number —of whom more than half will take the shortest route; while the number of emigrants from this country who will prefer a passage of forty to over eighty days may also be fairly expected to be very large.

According to Sir John Macneill, who was assisted in the survey by Captain Burgess, and the officers of H. M's steamship " Stromboli," there is every facility for making a harbor in the vicinity of the ancient port of Sileucia, near the mouth of the Orontes, and the country *via* Antioch, Killes and Ailam, to Aleppo, ninety miles in length, presents no engineering difficulty. By making a detour, a rich settled country, dotted over with towns and villages, is accommodated, and branch lines would be unnecessary. A large traffic is already in existence, as the toll books at a bridge on the Orontes show that about 1,200 camels and horses laden pass each day. This will be the most important portion of the railway, from the Mediterranean to the Persian Gulf, the link from Sileucia to Aleppo is in itself a complete work, having a port at one end and the chief emporium of Mesopotamia at the other, to which the traffic from India, Bagdad, &c., converges. Or should the railway be carried on to the Euphrates, sixty miles beyond Aleppo, by the route recommended by General Chesney and Sir John Macneill, there would be a still more perfect work of about one hundred and fifty miles in length, beginning at a port in a great sea and ending at the head of a navigable river in a greater ocean. This would be of itself, and by itself, a complete, perfect, and profitable enterprise; not only would a new country be opened up to European enterprise, but a directness in the route to India obtained, which few would believe who do not work it out on the map.

Taking the line of the Austrian railways to Trieste, thence by rail to Jabor Castle, down the stream of the Euphrates and by the Persian Gulf to Kurrachee, where the Scinde, the first complete Indian project, commences the future network of Indian lines, the traveler will follow a route as direct as any railway can be expected to afford. Eight days and six hours will take the traveler through Trieste to Sileucia, thence the railway will take him in five hours to the head of the navigable waters of the Euphrates. Three days and three hours more will see the river voyage completed to Bussorah; and three more days—making in all fourteen—bring the traveler to Kurrachee, where the Scinde keeps the western door of the railways of our Indian empire. Like most of the other railways for which India is indebted to Mr. Andrew, this line from Sileucia to Jabor Castle, though complete in itself, is regarded by him as the parent of further projects, whose construction will depend on the success of the parent line, and will gradually lessen the distance between the Mediterranean and the Persian Gulf. Thus he would extend his works by degrees along the valley of the river by Phumsah, the ancient Thapsacus, cross thence into Mesopotamia, working down the valley by Annah and Hit to the environs of Bagdad, and thence by Babylon and Hillah to the point where the Tigris and the Euphrates join at Kurnah, and the united stream becomes deep enough for steamers of the largest size. Other branches, too, might top the Persian Gulf at Scherster, or at Bussorah, where the trade is extensive, and the accommodation for ships of large tonnage already ample.—*London and China Telegraph.*

Pneumatic Despatch Company.

This company have been making experiments during the week on a length of tubing extending from the Battersea Steamboat Pier along the bank of the Thames for a distance of something over a quarter of a mile. The section of the tube is circular on the top, partly straight on the sides, and flat underneath where it rests on the ground. The horizontal section of the tube is about 30 inches in the clear, and the vertical section about 36 inches. Two ledges cast along the inside of the lower part of the tube form the rails for the iron carriages to travel on. The carriages are about 8 feet in length, open on the top, and run upon four wheels along the interior of the tube through which they are propelled by means of atmospheric pressure behind, and a vacuum in front of them. The tube from one end to the other is formed of cast iron in convenient lengths, and made air tight. The tube in its course has been made to represent in some cases gradients as steep as Holborn Hill and others of less ascent, it also forms rather quick curves in some places, with a view to show that the apparatus is capable of surmounting irregularities in level or quick curves on the plan. The cars which are propelled through the tube do not fit it exactly, there being sufficient play left so as not to become jammed any where inside, either while running on a level or in a curve. In order to propel the cars through the tube a partial vacuum is formed at the other end of the tube by means of a steam engine having a fly-wheel of 21

feet in diameter attached to it. This fly-wheel is formed by two discs about 30 inches apart on the axle gradually closing all round to about three inches on the circumference. The interior of this is divided into a number of compartments radiating from the centre towards the circumference. The fly-wheel thus performs two offices, that of a powerful fly-wheel, and an exhausting fan—for as the wheel is driven round, the air is drawn from chambers near its axle communicating with the main tube, and thus as it revolves rapidly throws off the air from the open compartments formed between the two discs on the periphery of the fly-wheel. This appears to be an admirable contrivance for the purpose of exhausting the air in the tube, and the steam engine works from beginning to end with great smoothness and efficiency. The velocity of the fly-wheel varies from 100 to 150 revolutions per minute, increasing in velocity as the partial vacuum extends along the tube and the cars advance. The cars traveled along the tube at the rate of about 16 or 17 miles an hour, and in some of the experiments on Wednesday, two laborers were conveyed in the cars through the tube, showing that there was plenty of air around them during the journey. The experiments were considered satisfactory. Mr. T. W. Ramwell and Mr. Latimer Clark are the engineers. The requirements of the proposed traffic, the necessary distance of the engine stations along a line of tubing, and other essential particulars so as to insure the greatest economy and efficiency in working, will have to be solved by experiments of a much more extended character than those in operation at Battersea.—*Herapath.*

Railroad Earnings.

The earnings of the Hudson River Railroad for

July, 1861, were	$114,795 33
July, 1860	140,865 92
Decrease	$26,071 59
Earnings for 10 months commencing October 1st, 1860	$1,707,965 12
Same period previous year	1,703,565 52
Increase	$3,399 60

The net receipts of the New York and Harlem

for July, 1860, were	$100,036 17
1861	92.898 07
Decrease	$7,138 10

The earnings for the last seven months compare with the corresponding periods of 1860 as follows:—

	1861.	1860.
January	$58,184 35	$37,519 76
February	44,026 96	32,301 23
March	43,636 62	39,501 04
April	49,102 19	45,810 59
May	112,265 44	59,082 39
June	141,771 03	48,797 30
July	107,399 96	37,429 36
Total	$556,386 55	$300,441 67
Increase		$255,944 88

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of July, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$103,180 15	$78,595 86
" Passengers	57,251 90	56,195 48
" Express	2,700 00	2,600 90
" Mails	7,825 00	7,825 00
" Rent of road	7,083 34	7,083 34
" Miscellaneous	370 50	1,732 31
Total	$178,410 89	$154,031 99
Increase		$24,378 90
Earnings January 1, to July 31	$1,554,812 77	$1,176,327 80
Increase		$378,484 96

The business of the Toledo and Wabash Railroad for July was:

	1860.	1861.
From passengers	$19,400 55	$13,732 05
From freight	65,478 62	77,732 21
Total	$84,879 17	$91,464 26
Increase		$6,585 09

The Milwaukee and Prairie du Chieu Railroad

earned July, 1861	$107,399 96
July, 1860	37,429 36
Increase	$69,970 60

The earnings of the Norwich and Worcester

Railroad for July, 1861, were	$25,666 08
July, 1860	35,755 57
Decrease	$10,089 48

The earnings of the Erie Railroad for the

month of July, 1861, were	$377,905 25
July, 1860	371,256 15
Increase	$6,649 10

The following are the earnings of the Great Western Railway of Canada for the week ending August 2, 1861:

Passengers	$19,998 66
Freight and live stock	13,043 33
Mails and sundries	1,288 92
Total	$34,380 91
Corresponding week of last year	30,618 87
Increase in 1861	$3,712 04

The traffic receipts of the Northern Railway of Canada for the week ending August 8, were $9,-224, being an increase of $2,660 over the corresponding week of 1860.

The receipts of the Grand Trunk Railway of Canada for the week ending August 10th, 1861, were $57,022 06

Corresponding week, 1860	52,784 17
Increase	$4,237 89
Tot. traffic from July 1, 1861, to date	$362,604 22
Corresponding period, 1860	322,714 13
Increase	$39,890 09

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of July, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$213,381 11	$237,789 25
" " merch'dise	26,630 51	41,787 15
" " travel, etc.	49,975 11	35,229 85
Total	$289,986 81	$314,806 25
Transportation, roadway, dumpage, renewal fund, and all charges	137,606 78	147,611 65
Net profit for the m'th	$152,380 03	$167,191 60
Profit for the previous 7 months	740,281 08	$712,297 23
Total profit for 8 mos.	$892,661 11	$879,491 83

The traffic of the Great Western Railway of Canada for the week ending August 16, 1861, was as follows:

Passenger	$16,027 25
Freight and live stock	10,750 66
Mails and sundries	1,288 67
Total	$28,066 28
Corresponding week of last year	34,547 69
Decrease	$7,481 41

The earnings of the La Crosse and Milwaukee Railroad for July, 1861, were as follows:

From freight	$62,087 77
" passengers	19,935 83
" express	502 00
" mails	1,679 17
" miscellaneous	82 10
Total, July, 1861	$84,286 87
" " 1860	35,426 05
Increase	$48,860 82

The earnings of the Galena and Chicago Railroad for July, 1861, were $144,126 95

July, 1860	80,705 35
Increase	$63,421 60

Corrected earnings for the previous month, $162,823 22.

Tunnelling Mount Cenis.

A communication from an engineer gives some details respecting the cutting of the tunnel through Mount Cenis:—"M. Perruzzi, one of the Ministers, some deputies, several scientific men, and M. Someiller, a French engineer, went a few days back to Bardoneche, and for some hours witnessed the working of the machines for cutting the rock. The opinion of the scientific men who were present at the experiment, and among whom were MM. Sella, Cadolini, and Pecceto, is that the mechanical difficulties of the cutting will be fully overcome. The perforating machines, in somewhat less than an hour, made 70 holes in the mountain at the end of the opening. The holes which were made in the centre, in order to permit a breach to be effected by blasting, were three centimetres (rather more than 1¼ inches) in diameter; the others made round it for the same purpose were two centimetres. The depth of the holes was from 60 to 90 centimetres (rather more than 23 inches to about 35½). From repeated experiments made in masses of schist with a single perforating instrument, it was proved that ten minutes' labor was sufficient to make a hole of 60 centimetres, whereas by the ordinary means three workmen would be occupied for an hour in effecting one. The machine employed cuts simultaneously from 20 to 30 holes in a space of four square metres—that is one in which it would not be easy to employ three or four men. The machine thus presents an advantage which, as regards space, is three or four fold, and, as regards time, sixfold, what could be done by workmen. The advantage is, however, somewhat diminished by the fact that the machine must be dragged back to a distance of 100 metres, or more, whenever blasting has to be resorted to, and that it cannot be got to work again until after the ground is cleared of the fragments of rock, and until the front of the mountain is made tolerably smooth. But it is certain that when the workmen have obtained greater skill they will be able to perform the three operations of boring, blasting, and clearing away in three or four hours at the outside. When operations can be commenced on the side of Modane, as they will be in a few weeks, it is certain that six metres of rock can be removed in a day. This will make more than two kilometres (five-eighths of a mile each) a year, and it is probable from what is now being accomplished that three kilometres may be attained. In that case the cutting of the tunnel can be terminated by 1864. It follows that M. Grattoni, the engineer, runs little risk by offering to bet, as it is said he has done, 100,000f. that this great work will be finished in five years. Unforeseen obstacles may, however, arise from the rock becoming harder, water springing, or fissures taking place. But nothing thus far causes such obstacles to be feared. The rock, at least on the side of Bardoneche, is of schist, which is of no great resistance, and in which are silicious veins; and instead of inconvenience being caused by water filtering through, as had been feared, some is caused by insufficiency of moisture."

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	70½
" "	1,128,500	6	1875	70½
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	104
2d Mortgage	600,000	7	1875	101
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	----
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,364	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	96½
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	80
1st Mortgage	3,600,000	7	------	35
2d Mortgage	2,000,000	7	------	38

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	295,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	168,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	73
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	95
1st Mortgage (E. Extension)	1,500,000	---	1875	95
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	----------	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	600,000	7	var.	----
1st Mortgage (S. F.) Coupon	1,393,000	7	1863	97½
2d Mortgage (S. F.) Coupon	1,629,000	7	1875	95½
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	31
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	102½
2d Mortgage	2,000,000	7	1860	96
3d Mortgage	1,840,000	7	1875	79
Convertible	1,002,000	7	1877	70
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	90
Construction	4,115,000	6	1875	90
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	91
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	19
2d Land Grant (Western Div.)	353,600	†	------	19
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	96½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	96
1st Mortgage (S. F.), convertible	4,153,000	8	1882	98
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	75
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	----
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	73¼
2d Mortgage	2,850,000	†	1877	48
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	65
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	83
4th Mortgage (convertible)	3,729,000	7	1880	92
5th Mortgage	1,277,000	7	1883	63
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	97
2d Mortgage	1,000,000	7	1864	22
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	46
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	74
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	95½
2d Mortgage	2,309,000	6	1875	90
2d Mortgage Sterling	1,639,680	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German't'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	438,300	5	1867	91¾
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,676,300	6	1880	89½
Mortgage	3,103,800	6	1870	84½
Mortgage (convertible)	3,586,500	6	1886	72½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	1,778,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (3½ years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	436,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'76	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	30
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	58½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	26
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	196,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	141,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

United States Census.

(Compiled from the official Returns.)

(Continued from p. 588.)

NORTH CAROLINA.

Counties.	1850.	1860.
Alamance	11,444	11,853
Alexander	5,220	6,022
Alleghany	new	3,590
Anson	13,489	13,664
Ashe	8,777	7,956
Beaufort	13,816	14,779
Bertie	12,851	14,311
Bladen	9,767	11,995
Brunswick	7,272	8,406
Buncombe	13,425	12,654
Burke	7,772	9,237
Cabarras	9,747	10,546
Caldwell	6,317	7,492
Camden	6,040	5,343
Carteret	6,939	8,185
Caswell	15,269	16,215
Catawba	8,862	10,730
Chatham	18,449	19,105
Cherokee	6,838	9,166
Chowan	6,721	6,842
Cleaveland	10,396	12,348
Columbus	5,909	8,597
Craven	14,709	16,273
Cumberland	20,610	16,369
Currituck	7,236	7,416
Davidson	15,320	16,601
Davie	7,866	8,494
Duplin	13,514	15,786
Edgecomb	17,189	17,376
Forsyth	11,168	12,691
Franklin	11,713	14,110
Gaston	8,073	9,310
Gates	8,426	8,444
Granville	21,249	23,396
Greene	6,619	7,925
Guilford	19,754	20,056
Halifax	16,589	19,441
Harnett	new	8,039
Haywood	7,074	5,801
Henderson	6,853	10,448
Hertford	8,142	9,504
Hyde	7,636	7,724
Iredell	14,719	15,347
Jackson	new	5,528
Johnson	13,726	15,657
Jones	5,038	5,730
Lenoir	7,828	10,211
Lillington	new	6,285
Lincoln	7,746	8,195
McDowell	6,246	7,120
Macon	6,389	6,004
Madison	new	5,908
Martin	8,307	10,189
Mecklenburg	13,914	17,374
Montgomery	6,872	7,649
Moore	9,342	11,427
Nash	10,657	11,688
New Hanover	17,668	15,430
Northampton	13,335	13,376
Onslow	8,283	8,856
Orange	17,055	16,949
Pasquotank	8,950	8,940
Perquimans	7,332	7,248
Person	10,781	11,221
Pitt	13,397	16,080
Polk	new	4,043
Randolph	15,832	16,793
Richmond	9,818	11,009
Robeson	12,826	15,490
Rockingham	14,495	16,746
Rowan	13,870	14,586
Rutherford	13,550	11,573
Sampson	14,585	16,623
Stanley	6,922	7,801
Stokes	9,206	10,402
Surry	18,443	10,379
Tyrrel	5,133	4,943
Union	10,051	11,202
Wake	24,888	28,627
Warren	13,912	15,726
Washington	5,664	6,357
Watauga	3,400	4,957
Wayne	13,486	14,906
Wilkes	12,099	14,749
Wilson	new	9,720
Yadkin	new	10,718
Yancey	8,205	8,655
Total	869,039	992,667

OREGON.

Benton	814	3,074
Clackamas	1,859	3,466
Clatsop	462	498
Columbia	new	532
Coos	new	384
Curry	new	393
Douglas	new	3,264
Jackson	new	3,736
Josephine	new	1,622
Lane	new	4,780
Linn	994	6,772
Marion	2,749	7,088
Multnomah	new	4,150
Polk	1,051	3,625
Tillamook	new	95
Umpqua	new	1,250
Wasco	new	1,689
Washington	2,652	2,801
Yam Hill	1,512	3,245
Total	12,093	52,644

PENNSYLVANIA.

Adams	25,981	28,012
Alleghany	138,290	178,835
Armstrong	29,560	35,797
Beaver	26,689	29,144
Bedford	23,052	26,737
Berks	77,129	93,819
Blair	21,777	27,829
Bradford	42,831	48,735
Bucks	56,091	63,578
Butler	30,346	35,596
Cambria	17,773	29,156
Cameron	new	new
Carbon	15,686	21,023
Centre	23,355	27,100
Chester	66,438	74,578
Clarion	23,565	24,994
Clearfield	12,586	18,758
Clinton	11,207	17,723
Columbia	17,710	25,065
Crawford	37,849	48,755
Cumberland	34,327	40,098
Dauphin	35,754	46,757
Delaware	24,679	30,597
Elk	3,531	5,915
Erie	38,742	49,431
Fayette	39,112	39,909
Forest	new	898
Franklin	39,904	42,128
Fulton	7,567	9,131
Greene	22,136	24,343
Huntingdon	24,786	28,101
Indiana	27,170	33,687
Jefferson	13,518	18,269
Juniata	13,029	16,986
Lancaster	98,944	116,315
Lawrence	21,079	22,999
Lebanon	26,071	31,831
Lehigh	32,479	43,754
Luzerne	56,072	90,243
Lycoming	26,257	37,398
McKean	5,254	8,859
Mercer	33,172	36,857
Mifflin	14,980	16,341
Monroe	13,270	16,759
Montgomery	58,291	70,500
Montour	13,239	13,053
Northampton	40,235	47,904
Northumberland	23,272	28,892
Perry	20,088	22,794
Philadelphia	408,762	565,531
Pike	5,881	7,155
Potter	6,048	11,470
Schuylkill	60,713	89,515
Snyder	new	15,035
Somerset	24,416	26,784
Sullivan	3,694	5,637
Susquehanna	28,688	36,267
Tioga	23,987	31,045
Union	26,083	1 4104
Venango	18,310	25,445
Warren	13,671	19,190
Washington	44,939	46,804
Wayne	21,890	32,279
Westmoreland	51,726	53,786
Wyoming	10,655	12,540
York	57,450	68,200
Total	2,311,786	2,906,370

RHODE ISLAND.

Bristol	8,514	8,907
Kent	15,068	17,303
Newport	20,007	21,897
Providence	87,526	107,799
Washington	16,430	18,715
Total	147,545	174,621

TENNESSEE.

Anderson	6,938	7,068
Bedford	21,511	21,584
Benton	6,315	8,463
Bledsoe	5,959	4,459
Blount	12,424	13,272
Bradley	12,259	11,701
Campbell	6,068	6,712
Cannon	8,982	9,509
Carroll	15,967	17,518
Carter	6,296	7,124
Chatham	new	7,258
Claiborne	9,369	9,644
Cocke	8,300	10,408
Coffee	8,351	9,689
Cumberland	new	3,460
Davidson	38,882	47,054
Decatur	6,003	6,277
De Kalb	8,016	10,573
Dickson	8,404	9,982
Dyer	6,361	10,536
Fayette	26,719	24,329
Fentress	4,454	5,054
Franklin	13,768	13,848
Gibson	19,548	21,783
Giles	25,949	26,166
Granger	12,370	10,962
Greene	17,824	18,964
Grundy	2,773	3,094
Hamilton	10,075	13,259
Hancock	5,660	7,021
Hardeman	17,456	17,769
Hardin	10,328	11,214
Hawkins	13,370	16,141
Haywood	17,259	19,232
Henderson	13,164	14,491
Henry	18,233	19,133
Hickman	9,397	9,312
Humphreys	6,422	9,100
Jackson	15,673	11,725
Jefferson	13,204	16,042
Johnson	3,705	5,018
Knox	18,807	22,211
Lauderdale	5,169	7,562
Lawrence	9,280	9,319
Lewis	4,438	2,241
Lincoln	23,492	22,828
McMinn	13,906	13,553
McNairy	12,864	14,732
Macon	6,948	7,290
Madison	21,470	21,535
Marion	6,314	6,190
Marshall	15,616	14,592
Maury	29,520	32,498
Meigs	4,879	4,667
Monroe	11,874	12,607
Montgomery	21,045	20,895
Morgan	3,430	3,353
Obion	7,633	12,817
Overton	11,211	12,637
Perry	5,821	6,042
Polk	6,338	8,726
Putnam	new	8,568
Rhea	4,415	4,991
Roane	12,185	13,585
Robertson	16,145	15,265
Rutherford	29,122	27,918
Scott	1,905	3,519

Sequatchie	new	2,120
Sevier	6,920	9,122
Shelby	31,157	48,091
Smith	18,412	16,357
Stewart	9,719	9,888
Sullivan	11,742	13,553
Sumner	22,717	22,030
Tipton	8,887	10,704
Union	new	6,117
Van Buren	2,674	2,581
Warren	10,179	11,147
Washington	13,861	14,846
Wayne	8,170	9,115
Weakley	14,608	18,216
White	11,444	9,381
Williamson	27,201	28,827
Wilson	27,443	26,072
Total	1,002,717	1,109,847

(To be continued.)

Locomotive Performances on the Illinois Central Railroad for June, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for June, 1861, from which the following is compiled:

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. trains.	31,273	24,964	23,669	79,906
" freight "	29,975	11,679	24,057	65,711
" other "	13,497	8,573	5,816	27,886
Tot. miles run.	74,745	45,216	53,542	173,503
RUNNING EXPENSES.				
Lbs. of waste.	1,043	757	543	2,343
Gallons of oil.	535	417	390	1,372
Cords of wood	572	837	419	1,828
Tons of coal..	1,020	.....	855	1,875
Cost of wages.	$2,971	$1,796	$2,096	$6,864
" repairs	3,976	2,448	3,670	10,494
" stores.	494	363	322	1,179
" fuel ..	4,329	3,351	3,386	11,066
" cleaning engines.	456	271	341	1,068
Total cost ...	$12,226	$8,629	$9,815	$30,671
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, and tallow.	0.66	0.80	0.60	0.68
For repairs ..	5.32	6.29	6.85	6.04
For fuel	5.79	7.41	6.32	6.38
For wages ...	3.98	3.97	3.91	3.95
For cleaning .	0.60	0.60	0.63	0.61
Total	16.35	19.07	18.31	17.66
AVERAGE MILES RUN.				
To 1 c'd wood	64.15	53.97	52.57	56.89
To 1 ton coal.	39.33	.....	38.93	39.13
To 1 pt. of oil.	16.52	13.55	17.13	15.80
Average number cars per trip	12.66	8.17	10.37	10.67

NOTE.—The above oil includes that used head-lights and lamps of engineers.

Wood is rated at $4.00 per cord; coal, $2.00 per ton, loaded on tenders.

Average cost per mile of passenger engines .. 17.07
" " " " " freight " .. 21.16
" " " " " construction " .. 21.55
" " " " " switching " .. 19.25
" " " " " freight engines using wood for fuel .. 42.34
Average cost per mile of freight engines using coal for fuel .. 14.76

Atlantic and St. Lawrence Railroad.

The annual meeting of this company was held at Portland on the 5th instant. The report represents the road and rolling stock to have been kept in good condition during the past year by the lessees, and that some improvements have been made. The funded debt of the corporation is $3,478,000. The amount of the sinking fund is $344,070 75. The interest on the City debt and mortgage bonds has been paid as it matured, but the contribution to the sinking fund of 1½ per cent. on the $1,500,000 of City Loan, has not been paid for the past year. There is also one year's rent or dividend on the stock due and unpaid. A committee have had an interview with the Canadian Directors at Montreal in relation to the unpaid rent, but have not received any reliable assurance of the time they will be able to resume payments. The stock account consists of 5,070 shares of Federal, of $100 each; 4,103 shares of Sterling of $484 each; and 128 fractional parts of shares of $16 each; showing a little more than one-fifth held in this country. Messrs. Charles E. Barrett, Wm. Buxton, and Samuel Chase, were appointed a committee to receive, sort, and scrutinize the ballots for nine Directors. Having attended to that duty they reported that the ballots for Directors show that but 568 shares of the stock were represented. The by-laws of the corporation requiring that not less than 3,000 shares should constitute a quorum, there was, therefore, no choice of Directors. The meeting then adjourned to the first Tuesday in October, to meet at 10 o'clock in the same place, at which time it is expected the foreign stock will be represented.

(For the American Railroad Journal.)

On the Consumption of Smoke in Locomotives.

A few days ago the writer returned from Washington to Philadelphia by he Philadelphia, Wilmington and Baltimore Railroad. Upon the road between Havre de Grace and Philadelphia passengers were almost suffocated by smoke from the locomotive entering the cars. The smoke nuisance is well known on railways, and in the case referred to, the wind was the most favorable for leading it into the faces of the passengers, and the whole body and clothing were covered with coal dust.

The cause of this great nuisance is well known to practical and scientific men, and contrivances have been deviced for the purpose of remedying the evil, but as yet without success. By investigating the *modus operandi* in a locomotive boiler we may easily find that the principle of the same is wrong.

The exhaust steam blown out in the chimney in order to create draft, causes a partial vacuum in the furnace and tubes where there ought to be a pressure of air or carbonic acid gas; the consequence is that a great deal of carbon escapes in form of smoke and coal dust, for want of oxygen required for its combustion, and the gases pass through with such a great velocity and rare density that there is not time enough for consuming the smoke. Also, the contracted exhaust pipe causes a contra pressure on the steam piston, that in all, at least 50 per cent. of fuel or effect is lost. It is not considered necessary here to enter into the well known science of combustion, but the writer merely wishes to call the attention of Railroad Companies to what he has accomplished on steamboats, where the smoke evil is also much complained of. The writer called his attention to this subject while he was constructing steamboats in Russia several years ago. Arrangements were applied for the consumption of the smoke, and the success was so complete that not a spark or particle of smoke could be seen on the chimney, and the result gave a saving of 50 per cent. of fuel. The same simple arrangement can easily be applied on locomotives, and the writer is willing to undertake the experiment for any company that may feel disposed to offer a locomotive for that purpose. The writer would also propose instead of the spark-arrester, to substitute a superheating apparatus similar to that described in the fifth edition of Nystrom's Pocket Book for 1861, published by Lippincot, Philadelphia.

JOHN W. NYSTROM.

Philadelphia, August 13, 1861.

The Shubenacadie Canal.

This canal, which connects Halifax Harbor with the Bay of Funday, is now completed, and a through business is about being undertaken by means of canal boats. This work has cost a struggle of 38 years and money enough to have built St. Paul's Cathedral, Westminster Abbey and Buckingham Palace.—*St. John News.*

NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, Aug. 8, 1861.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three Per Cent. on the Capital Stock thereof, payable on the Twentieth day of August instant, upon Stock registered at New York, Boston, or Albany, and on the Twentieth day of September next, upon Stock registered at London. Stockholders whose Stock is registered at New York will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose Stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose Stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The Transfer Books which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Friday, the Twenty-third day of August instant.

JOHN V. L. PRUYN,
33 Treasurer *pro tem.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860. tf

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

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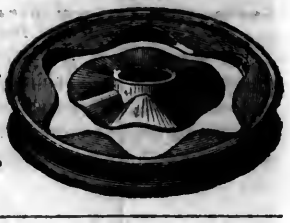
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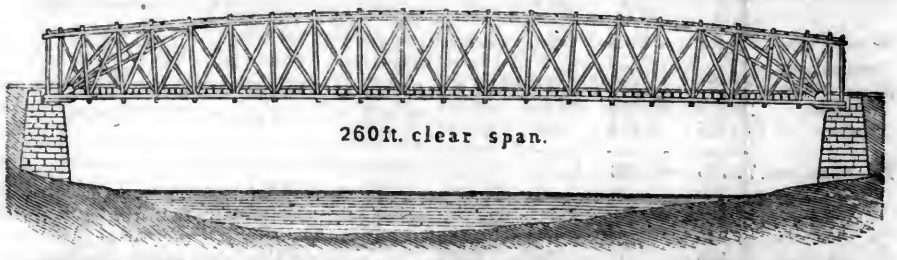
RICHARD VOSE, Secretary.

JAMES JEFFRIES & SONS,
MANUFACTURERS OF
LOCOMOTIVE, CAR AND TANK
SPRINGS,
PHILADELPHIA, (rear of Girard House.)

REFERENCES.

M. W. BALDWIN & CO., R. NORRIS & SON, A. WHITNEY & SONS, Philadelphia; JOS. R. ANDERSON, Richmond; SMITH & PERKINS, Alexandria, Va.; JNO. EDGAR THOMSON, of Penn. R. R., EDWARD C. DALE, of P., G. & N. R. R.; S. RUTH, of Rich., F. & P. R. R.; THOS. DODAMEAD of Va. Central; URIAH WELLS, Petersburg, H. D. BIRD, South Side R. R., Petersburg; C. O. SANFORD, of Petersburg R. R.; JNO. R. McDANIEL, of Va. & Tenn. R. R.; JAS. P. ROBERTSON, of Wilmington and M. R. R.; HENRY T. PEAKE, of S. C. R. R.; S. S. SOLOMONS, of North East R. R.; JOHN FLYNN, of Western & Atlantic R. R.; E. F. ROWARTH, of Greenville & Col. R. R.; GEO. YONGE, of Georgia R. R.; WM. CLARK, of Muscogee R. R.; W. W. BALDWIN, of Montgomery & W. P. R. R.; WM. M. WADLEY, of N. O., J. & G. N. R. R.; A. B. SEGER, of Opelousas R. R.; C. WILLIAMS, of Vicksburg; ALLEN S. SWEET, of Buffalo and Erie R. R.; F. C. ARMS, of Memphis; H. COFFIN, of Memphis; A. WORREL, of Seaboard & R. R. R.; UNION CAR WORKS, Portsmouth; WM. M. HIGHT, of Augusta; S. & R. R. RIKERS, WHARTON & PATSCH, Charleston, and all **Roads** where our **SPRINGS** are in use.

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Engineers, Officers of Railroad Companies, Architects, and others desiring information are requested to call and examine models, plans, etc., **or address** this Company **at 110 Broadway.**

D. C. McCALLUM, President.

EDWIN J. HORNER,
SUCCESSOR TO
McDANEL & HORNER,



LOCOMOTIVE AND RAILROAD
CAR SPRING
MANUFACTURER,
WILMINGTON, DELAWARE.

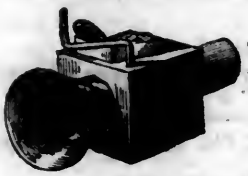
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, August 31, 1861.

Pennsylvania Railroad.

This company was chartered April 14, 1846, with authority to construct a road from Harrisburg to Pittsburg, and branches to Erie, Blairsville, Uniontown, and to any parts of the countries through which the main road might pass. The capital authorized was $10,000,000, which by subsequent acts was increased to $14,000,000; and in consideration of the privileges granted, and for the protection of the public works, the company were to pay to the State three mills for every ton of freight carried one mile. The State also reserved to itself the right to purchase the road at the expiration of twenty years at cost, with 8 per cent. interest thereon, deducting the profits of the company; but if this right should not be exercised, then the company to continue possession for a further period of twenty years, and so on from twenty years to twenty years.

The work of construction was commenced in July, 1847, and 60⅔ miles of road from Harrisburg to Lewistown, was opened Sept. 1, 1849; to McVeytown, 72 miles, Dec. 24, 1849; to Schæffer's, 85 miles, April 1, 1850; to Huntingdon, 96 miles, June 10, 1850; and to Hollidaysburg, 137 miles, Sept. 16, 1850. At the last-named place, it made a connection with the Alleghany Portage railroad, a State work, and at that time used for the transportation of boats over the mountains from one division of the State canal to another. On the Western division, the road was completed from Johnstown, the western terminus of the State road, to Lockport, 18 miles, August 25, 1851; thence to Beatty's, 21 miles, and from Pittsburg to Turtle Creek, 13 miles, Dec. 10, 1851; and from Turtle Creek to Beatty's, 26 miles, Dec. 10, 1852. The Mountain Division of the road, between Altoona and the Portage Viaduct, 39 miles, was completed February 15, 1854. The Indiana Branch, from Blairsville to Indiana, 16½ miles, was completed June 9, 1856. The laying of the second track was commenced in 1854, and is still progressing. On the 1st Jan., 1861, but 16½ miles remained to be finished to make a continuous double track from Pittsburg to Petersburg; and but 68½ miles to complete the second track throughout the entire length of the road.

On the 23rd of March, 1853, an act was passed authorizing the company to subscribe capital, or guaranty the bonds of other companies, to the extent of 15 per cent. of its own paid-up capital. Under this authority, the company exchanged stocks with the Cincinnati and Marietta Railroad Company, to the amount of $650,000; with the Maysville and Big Sandy Railroad Company, to the amount of $100,000; with the Springfield, Mount Vernon and Pittsburg Railroad Company, to the amount of $100,000; with the Ohio and Indiana, and the Ohio and Pennsylvania Railroad Companies, to the amount of $600,000, which last sum has been increased by dividends paid, to $816,050. In 1858, the three subscriptions first named were charged off as worthless.

Up to August, 1857, the company had run their cars into Philadelphia, over the Philadelphia and Columbia railroad, under contract with the Commissioners of Public Works. On the 1st of that month, in pursuance of an act passed by the Legislature, and a vote of the stockholders on the 13th of July, this road and also the main line of the public works, was purchased by the company. The price paid for the whole was $7,500,000, for which the company issued to the State its bonds, bearing 5 per cent. interest, made payable in annual instalments of $100,000 until July 31, 1890; and after that date of $1,000,000 until the whole be paid. These are now operated by the company, with the exception of the Alleghany Portage railroad, which has been abandoned. By the terms of the contract of sale, the State relinquishes its right to buy the road as provided in the original charter.

In 1858, the bridge over the Alleghany river at Pittsburg was completed, and a junction made with the Pittsburg, Fort Wayne and Chicago railroad.

A further improvement is also in progress, that of making a terminus on the Delaware river at Philadelphia, so as to avoid the inconvenience and expense of drayage within the city. Surveys for this purpose were made in the early part of 1860, and a location of a line from a point on the Westchester railroad, opposite the Alms House, to an intersection with the Philadelphia, Wilmington and Baltimore railroad, was adopted by the board. It is expected that the line will be ready for use to the Delaware river not later than the 1st of October next.

The contract with the Harrisburg and Lancaster Railroad Company for the use of its road was made April 21, 1849, to continue 20 years, the lessee to supply motive power and cars, and charge the expense to the lessors, the charges on freight and passengers going over the whole or part of both roads to be governed by the charges on the Pennsylvania railroad, but all local business to be regulated by the Harrisburg and Lancaster Company.

Under the authority of the act of the Legislature for the sale of the main line, the Pennsylvania Company has leased the Harrisburg and Lancaster railroad for the term of 999 years. The shareholders of that company to receive semi-annual dividends of 3½ per cent. on $1,182,550 of capital stock, and the bondholders the interest upon $700,000, at 6 per cent. per annum, amounting in all to a semi-annual payment of $62,389 25. In addition to this, there is to be paid to the treasurer of that company $2,000 per annum to continue the corporation, and meet its necessary expenditures. This lease supersedes the contract made April 21, 1849, which proved to be an unfortunate one for the Pennsylvania Company, while the mode provided for adjusting rates under it has been a source of vexation to both parties. Over eight years remained for the

fulfillment of the contract. By the terms of the new lease from thirty to sixty thousand dollars is annually saved. The trustees of the sinking fund have been directed by the board to invest the saving upon the old contract until it would have terminated in such manner as will finally result in the extinguishment of the stock of the Harrisburg and Lancaster Company. The shareholders of that Company have the right to convert their stock into shares of the Pennsylvania Railroad Company at par, until 1871. It is believed that this mode of absorbing the stock may be carried into effect, from the greater prospective intrinsic value of the stock of the latter company.

The Westchester railroad is also operated by this company under lease having five years to run from April, 1859.

The sinking fund established by the board for the redemption of the second mortgage bonds, with the accumulation of interest, now amounts to $532,491.

There has been charged during the year 1860, to construction and equipment account $781,302 69, of which $221,106 36 has been for real estate at the Delaware terminus, Pittsburg and along the line of the road.

The length of the several divisions of the road and branches is as follows:

	Miles.
Eastern div.—Philadelphia to Columbia	80.9
Second track, 80.9 miles. Sidings, etc., 9.3 miles.	
Middle div.—Harrisburg to Altoona	131.7
Second track, 79.7 miles. Sidings, etc., 19.5 miles.	
Western div.—Altoona to Pittsburg	117.6
Second track, 101.1 miles. Sidings, etc., 17.4 miles.	
Hollidaysburg branch—Altoona to Hollidaysburg	8.0
Indiana branch—Blairsville to Indiana	19.0
Total length of main line and branches	357.2
Second track, 61.7 miles. Sidings, etc., 46.2 miles.	
Leased—	
Harrisburg and Lancaster railroad—Dillerville to Harrisburg	36.3
Columbia branch—Middletown to Columbia	18.5
Westchester railroad—Junction (23 miles west of Philadelphia) to Westchester	9.0
Total length of road operated by the Co.	421.0

The amount of capital stock authorized by the charter, and by subsequent acts of the Legislature, is $14,000,000—of which $13,261,960 has been paid.

The funded debt of the company Jan. 1, 1861, amounted to $16,391,400; described as follows:

First Mortgage 6 per cent. dollar bonds, $4,905,000—dated Oct. 14, 1852, and payable Dec. 31, 1880; interest semi-annually, Jan. 1, and July 1, in Philadelphia.

Second Mortgage 6 per cent. dollars bonds, $2,319,000—dated June 1, 1854, and payable March 31, 1875; interest semi-annually April 1, and Oct. 1, in Philadelphia.

Second Mortgage 6 per cent. sterling bonds, $1,957,440—dated June 1, 1854, and payable March 31, 1875; interest semi-annually April 1, and October 1, in London.

The second mortgage provided for an issue of bonds to the amount of $5,000,000.

State work bonds, bearing 5 per cent. interest, $7,200,000—dated July 31, 1857, and payable in yearly instalments of $100,000 until 1890, and after that date, $1,000,000, until the whole is paid; interest semi-annually, July 31, and Jan. 31, at Harrisburg—the whole to be paid off by July 31, 1894.

The floating debt amounted to $1,377,233 78; consisting of mortgages and ground rents on real estate, $299,363 84; bills payable $189,500; accounts, including pay-roll for December, 1860, $888,369 94.

The income account for the year ending December 31, 1860, is as follows:

Earnings:		
From passengers		$1,453,992 77
" freights		4,191,783 97
" mails		74,504 34
" expresses		75,120 00
" miscellaneous sources		137,300 40
Total railroad		$5,932,701 48
Canals—Eastern divis'n.	$159,651 08	
" Juniata divis'ns	26,180 95	
" Western "	16,003 57	
" Miscellan's receipts	7,530 23	
		209,365 83
Total railroad and canals		$6,142,067 31
Expenses:		
Conducting transportation		$1,539,361 08
Motive power		970,490 32
Maintenance of road		783,163 81
" cars		260,452 41
General expenses		82,831 46
Net earnings of the road		2,296,402 40
		$8,932,701 48
Canals—repairs, renewals and enlargement	$130,696 79	
" salaries and wages	24,063 84	
" net earnings	54,605 20	
		209,365 83
		$6,142,067 31

The earnings of the road as compared with those of the preceding year show an increase of $570,346 27; with an increase in expenses of $505,560 93—making the increase in net earnings $64,785 34.

The increase in canal revenues over those of 1859 was $11,816 45; with a decrease in expenses of $20,691 75—making the increase in net earnings $32,508 20.

The canals were found to be in a much worse condition than their appearance indicated, and hence the expenditures incurred in their maintenance have been larger, and their net revenues, consequently, less than the company had reason to expect. The net profit of the Eastern, or Susquehanna division, was $65,525 62, and the loss upon the other portions of the canal $18,450 65. With the same amount of revenue, and the works in complete order, the profit on the Eastern division should have been over $100,000.

The following statement will show the condition of the company's affairs, January 1, 1861:

	Dr.	Cr.
Cost of road, including engineering, land damages, fencing and buildings from Harrisburg to Pittsburg and station and warehouses on the Philadelphia division		$17,307,669 29
Less profits of road, after paying interest to stockholders up to Nov. 1, 1855, credited to cost of construction, as required by charter		589,185 79
		$16,718,483 50
Cost of Philadelphia and Columbia railroad	$6,500,000	
Cost of Canals and Portage railroad	1,000,000	
		7,500,000 00
Locomotives and cars		3,065,284 44
Real estate		1,781,579 41
Telegraph line		45,264 28
Extension to Steubenville & Pittsburg railroad		5,214 09
Extension to Delaware river		30,616 87
Stock of P., Ft. W. & C. R. R. Co.		816,050 00
Bonds and stock of municipal and railroad corporations		158,494 80
Bills and accounts receivable		881,731 03
Due from other roads		14,101 98
Sinking fund		393,855 00
Fuel and materials on hand		347,736 94
Balance in hands of agents		280,835 67
" " Treasurer		367,876 14
		$32,407,124 14
	$32,408,124 14	

The following is a statement of the cost, earnings, expenses, etc., yearly for eleven years, commencing with 1850, and ending with 1860:

	Mileage.	Cost of Road and Equipment.	Gross Earnings.	Operating Expenses.	Earnings less Expenses.	Div.	Interest
1850*	137.0	$5,112,452	$339,462	$172,214	$167,208	6	6 p.c.
1851	138.1	5,798,090	764,674	406,809	347,865	6	
1852	209.8	11,275,901	1,948,828	1,326,802	617,026	6	
1853	259.2	14,636,433	2,774,889	1,673,681	1,101,208	6	
1854	259.2	17,159,496	3,509,192	2,049,918	1,359,274	6	
1855	259.2	18,460,847	4,270,070	2,340,738	1,829,277	6	
1856	275.4	19,048,912	4,720,124	2,814,568	$758,797	6	
1857	357.2	†26,266,981	4,855,659	3,000,743	1,854,926	3½	
1858	357.2	†26,772,672	5,186,331	3,021,885	2,163,446	5½	
1859	357.2	†27,084,221	5,362,355	3,130,738	2,231,617	6	
1860	357.2	†27,484,321	5,982,701	3,636,299	2,296,402	6	

* Sixteen months' operations from the opening of the 1st section of the road.
† Including the cost of the Philadelphia & Columbia railroad ($6,500,000).
† Interest was paid on instalments of capital to Nov. 1, 1855.

	Operating Expenses.	Earnings less Expenses.	Div.	Interest
1857	1,905,626	$758,797	6	
1858	2,814,568	.....	6	
1859	3,000,743	454,908	3½	
1860	1,854,926	715,383	5½	
	2,163,446	788,745	6	
	2,231,617	755,717	6	
	2,296,402			

The equipment of the road consists of 211 locomotives; 113 eight-wheel passenger cars—of which 67 are wide, 17 narrow, and 29 emigrant. Other eight-wheel cars 2,405, viz: 34 baggage, 10 express, 1,326 house freight, 6 powder, 300 stock, 657 coal and lumber, and 72 wood. Four-wheel cars, 571, viz: 116 house freight, 133 coal, 88 gravel, and 234 road and hand cars—making the total number of cars belonging to the Pennsylvania Company, and in service on its own line, 3,089. In addition to which, the Pennsylvania Company owns on the Pittsburg, Fort Wayne and Chicago road, 100 stock and freight cars; and on the Pitts-

burg, Columbus and Cincinnati road 6 passenger, and 113 freight, stock and coal cars—making the total number of cars owned by the Pennsylvania Company, 3,308. During the year 4 first class freight engines and 1 steam passenger car have been added to the equipment; 56 stock, and coal and lumber cars have been built; and 208 cars rebuilt, of which 11 were passenger, 4 baggage, 7 express, and the balance for freight, stock, etc.

The office of the company is at Philadelphia, Penn. The officers and directors for 1861-'62, are as follows:

President—J. EDGAR THOMSON.

Vice-President—THOMAS A. SCOTT.

Directors elected by the Stockholders—J. Edgar Thomson, Washington Butcher, William R. Thompson, Josiah Bacon, Thomas Mellon, John Holme, G. D. Rosengarten, Wistar Morris, G. W. Cass, W. H. Smith.

By the City of Philadelphia—John M. Kennedy, Samuel T. Bodine, Edward C. Knight.

By the Board—Thomas A. Scott.

Treasurer—THOMAS T. FIRTH.

Secretary—EDMUND SMITH.

General Sup't—ENOCH LEWIS.

Master of Machinery—G. W. GRIER.

Foreman Car Department—AMBROSE WARD.

Assistant Engineer—W. H. WILSON.

Chief Eng. Canal Depart.—T. T. WIERMAN.

Pittsburg, Fort Wayne and Chicago R. R.

We are indebted to T. D. Messler, Esq., Auditor, for a copy of his semi-annual statement, showing the business of this Company for the six months ending June 30th ult., also the financial condition of the company at that date. The gross earnings have been $1,376,421 48, an increase over the corresponding period of last year of $354,125 07, which is equivalent to $20,510 47 per month, or 34.64 per cent. The expenses of operating the road and maintaining it, its structures and equipment, have been $861,631 96, an increase of $104,561 26—making the increase in net earnings $249,564 41. The current charges upon revenue have been: For 6 months' interest on bonds $324,121 25; do., on floating debt, $37,910 78; taxes, $23,439 33; drawbacks, overcharges, etc., $15,887 53—making a total of $401,358 89, leaving a surplus of $113,430 63. Deducting expenses of receivership and re-organization, $17,644 97, a net balance remains to credit of income of $95,785 66. We shall publish the report next week, in the mean time copies can be procured at the office of GILEAD A. SMITH, Transfer Agent, No. 207 Broadway.

Grand Trunk Railway of Canada.

On Wednesday the 17th July, 1861, the seventh annual general meeting of the shareholders in this company, adjourned from the 24th day of the previous December, was held in Quebec; the Hon. John Ross in the chair. Mr. Elliott (the secretary and treasurer) read the report of the directors as follows:

"The Canadian directors of the Grand Trunk submit herewith to the shareholders, copy of the reports and statements laid before the share and boudholders of the company, at a meeting held at the London Tavern, in London (England), on Wednesday, 2d January, 1861, Thomas Baring, Esq., M. P., in the chair, and also a copy of the proceedings at that meeting. It will be observed that a select committee of seven persons was then appointed—namely, two first preference bondholders, one second preference bondholder, two ordinary bondholders, and two shareholders, 'to confer with the directors as regards sending a commission to Canada, and as regards all the affairs of the company, and with power to add to their number;' the first report of which select committee is also herewith submitted. The memorial to the Government and Legislature of Canada suggested in this report from the select committee was duly adopted by the directors and laid before the provincial authorities, but the board regrets to state that the relief prayed for was not granted, and that the financial embarrassments of the company still continue. On the 1st May last the select committee addressed to the London directors a letter, in which allusion is made to the importance 'of establishing a supreme management of the company in England, with an effective representation in Canada, and the committee state that this is a question which must receive early and careful consideration.' A copy of this letter was immediately transmitted to Canada by the London secretary, and on receipt thereof the President summoned a meeting of the Canadian directors, which took place at Montreal on 31st May last, and on the above letter being read to the board, it was unanimously resolved—'That the members of this board are most anxious to afford every facility to the London board in effecting such a reorganisation in the management of the company as their colleagues in London may, during their conference with the select committee, deem best calculated to promote the interests of the company, and for this purpose the London Board is requested to announce to the committee the resignation of the undersigned as directors of the Grand Trunk—namely, John Ross, James Beaty, T. E. Campbell, G. Crawford, T. G. Ridout, J. Ferrier, E. P. Tache, W. Cayley.'

"The Canadian directors adopted the foregoing resolution in the sincere wish to aid the share and bondholders in establishing such a system of management as they may desire, and the directors will continue to administer the affairs of the company as they have hitherto done, until the new arrangement contemplated can be made. A legal difficulty has been suggested, whether those directors who have signed and sent forward to their London colleagues their resolution of resignation, can continue to act until their successors are appointed and the reorganization of the management carried out: and it is now proposed to re-elect the Canadian directors who have retired, until the necessary legislation can be had, and as Messrs. John Ross, George Crawford, Sir E. P. Tache, James Beaty, Thomas G. Ridout, T. E. Campbell, James Ferrier, and William Cayley are eligible, they present themselves for re election for the reasons and purposes stated: and as Thomas Baring, Esq., M. P., George Carr Glyn, Esq., M. P., and Kirkman D. Hodgson, Esq., M. P., London directors, and Thomas E. Blackwell, Esq., Canadian director, retiring by rotation, are eligible for re-election, they present themselves accordingly.

"The accounts of the company for the half-year ended 30th June, 1860, are herewith submitted; and as the annual meeting of shareholders has been adjourned from time to time, it enables the directors also to present the accounts for the half-year ended 31st December, 1860, which have been made up subsequent to the meeting in London on 2d January last.

"The following gentlemen are recommended as auditors of the company:—Tancred Bouthillier, Edward T. Taylor, and Thomas Morland, Esquires, of Montreal."

The Chairman then moved the following resolutions, which were adopted unanimously:—

"That the report of the directors and statement of accounts now submitted be received, adopted, and published for circulation among the shareholders."

"That the following directors of the Canadian board who signed the resolution of resignation on 31st May last be re-elected directors of this company, viz:—Hon. John Ross, Hon. George Crawford, Hon. Sir Etienne P. Tache, Hon. W. Cayley, Hon. James Ferrier, Major T. E. Campbell, C. B., James Beaty, Esq., Thomas G. Ridout, Esq.; and that Thomas Baring, Esq., M. P., George Carr Glyn, Esq., M. P., Kirkman D. Hodgson, Esq., M. P., London directors, and Thomas E. Blackwell, Esq., Canadian director, retiring by rotation, be also re-elected directors of this company.

"That the following gentlemen be elected auditors of the company's accounts:—Tancred Bouthillier, E. T. Taylor, and Thomas Morland, Esqs."

It was then moved by Thos. E. Blackwell, Esq., seconded by the Hon. James Ferrier, and carried unanimously, that the thanks of the meeting be given to the Hon. John Ross, for the manner in which he has presided over this meeting.

Orange and Alexandria Railroad.

This company was chartered on the 27th March, 1848, with authority to construct a railroad from Alexandria to Gordonsville, and raise a share capital of $937,500. By subsequent acts of the Legislature the capital was increased by $100,000, (act 7th March, 1851) for the Warrenton Branch, and $420,000, (act 21st February, 1853) for completing the main line. Of the latter amount $350,000 was constituted a preferred 6 per cent. stock. In all these cases the State subscribed three-fifths of the whole number of shares. In the original grant of aid the work was divided into three—Eastern, Middle and Western Sections and so much of the State appropriation made applicable to each, and only when subscriptions from the sources reached a certain amount. This provision retarded operations on the Western Section for nearly two years on account of the difficulty of obtaining local subscriptions to the required amount. Bonds to the amount of $400,000 were issued on the 1st November, 1851, and constitute a first mortgage on the road.

The company was organized in May, 1849. Surveys were made and completed during the ensuing summer and the Eastern Section placed under contract in January, and the Middle Section in April, 1850—both to be completed by the spring of 1852. The failure of contractors, however, postponed the date of opening the Western portion of the Middle Section for several months. In October, 1851, the first 27 miles, from Alexandria to Manassas Junction were completed. In September, 1852, the road was opened to the Rappahannock, 51 miles, and in November of the same year to Culpepper, 62 miles. This was the limit of progress for some time, owing to the cause above stated. In the fall of 1851 the Western Section was placed under contract, and the whole line completed to Gordonsville, 88 miles from Alexandria in March, 1854. The Warrenton Branch which leaves the main line 41 miles west from Alexandria and extends about 9 miles to Warrenton was completed in December, 1852.

The Lynchburg Extension was authorized by an act passed in 1852-3, and the surveys were soon afterwards executed. The capital under the charter was $1,500,000, none of which was taken by the State. The work of construction was commenced in the spring of 1854. On the 1st January, 1855, bonds to the amount of $1,200,000 were issued, and on second issue to the amount of $600,000 was made on the 1st May, 1858. These are secured by a 1st and 2d mortgage on the Extension, and a 2d and 3d mortgage on the main line. In 1858-59, the State loaned the company $400,000. With the proceeds of these the Extension was completed in October, 1859.

Of the main line 61.53 miles are straight line

and 26.77 miles curved line—the whole curvature being 2,918 degrees, or an average of 109 degrees per mile. The max. radius is 68.760 feet, and the min. radius 1,000 feet. The sum of ascents westward is 1,838½ feet, and eastward 1,345½ feet—making a total of ascents and descents of 3,184 feet or 36.06 feet to the mile, with a maximum of 66 feet. Of the Warrenton Branch the straight and curved line is about equal, with a total curvature of 387 degrees and a min. radius of 1,910 feet. The sum of ascents westward is 342 feet, and eastward 357 feet, with a maximum grade of 66 feet and an average of 40 feet. The extreme grades on the Lynchburg Extension are limited to 66 feet per mile, and the minimum radius to 1,000 feet, according in these respects with the main line. The route is 4.6 miles more than a straight line, the curvature being spread over 30½ miles.

For the purpose of forming a connection between the two portions of the company's road, a contract was concluded with the Virginia Central Company for the use of its road between Gordonsville and Charlottesville, a distance of 22 miles. By this contract (dated 12th May, 1859) the Orange and Alexandria Company is to pay to the Virginia Central Company, 62 per cent. of the charges on the through traffic, the contract to be in force for five years from the time the Orange and Alexandria Company commences to use the road.

The Manassas Gap Railroad Company uses the Orange and Alexandria Railroad from the Junction to Alexandria, a distance of 27 miles, and pays therefor 68 per cent. of the charges on the through traffic over said road.

SHARE CAPITAL—Authorized $2,957,500
Paid in 1,990,284

	Subscribed.	Paid in.
MAIN LINE (original)—State.	$664,500;	$664,500
" Other.	443,000;	443,000
" (preferred)—State.	210,000;	210,000
Other.	140,000;	140,000
LYNCHBURG EXTENSION-Indiv.	606,135;	542,786

FUNDED DEBT—$2,366,463: classified as follows:

1st Mortgage (main line) 6 per cent. coupon bonds $400,000—issued 1st November, 1851, and payable, principal 1st November, 1866, and coupons semi-annually 1st May and 1st November at the Bank of the Republic in New York City.

1st Mortgage (Lynchburg Extension) 6 per cent. coupon bonds $1,136,500—issued 1st January, 1855, and payable, principal 1st January, 1875, and coupons semi-annually 1st January and 1st July, at the same place. Total amount under mortgage $1,200,000.

2d Mortgage 8 per cent. (Lynchburg Extension) bonds $581,000—issued 1st May, 1858, and payable, principal 1st May, 1873, and interest semi-annually 1st May and 1st November in the City of New York. Total amount under mortgage $600,000.

State of Virginia 6 per cent. loan (Lynchburg Extension) $400,000—issued in 1858 and 1859, and payable, principal in 34 years, and interest semi-annually in the City of Richmond. A sinking fund of one per cent. per annum, payable semi-annually is provided for the final redemption of the principal.

Revenue fund (dividend) 6 per cent. bonds $49,584—issued 1st October, 1854, and payable, principal at the pleasure of the company, and interest annually 1st October at the company's office. No security.

INCOME FROM INDICATED SOURCES 1852–60.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	$	$	$	$	$	$	$	$	$
Passengers	22,590	58,500	80,349	105,241	134,406	135,203	128,390	162,197	281,249
Freight	16,585	42,500	62,674	69,835	88,100	87,641	90,628	84,393	113,397
Mail	....	3,000	4,444	12,964	24,075	24,075	15,483	13,725	24,137
Manassa Gap R.R.	7,530	8,033	23,722	23,466	30,058	26,326	24,374	28,483	31,644
Total	46,705	112,023	171,189	211,506	276,639	273,245	258,875	288,798	450,427

ABSTRACT OF BALANCE SHEETS FOR EIGHT YEARS.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Liabilities:	$	$	$	$	$	$	$	$
Ordinary stock	1,009,163	1,054,204	1,093,453	1,087,683	1,087,977	1,088,275	1,088,931	1,109,500
Preferred stock	141,150	348,550	348,950	350,000	350,000	350,000	350,000	350,000
Bonds 1st issue	385,500	388,000	400,000	400,000	400,000	400,000	400,000	400,000
Scrip for dividends	.....	.....	49,584	49,584	49,584	49,584	49,584	49,584
Transportation	157,233	346,695	440,759	716,551	989,725	1,248,001	1,537,175	.....
Lynchburg Extension:								
Stock capital	.....	.....	110,137	243.845	344,279	441,830	542,236	606,155
6 per cent. bonds	.....	.....	91,405	298,558	681,386	988,174	1,055,500	1,136,500
8 per cent. bonds	.....	.....	.....	.....	.....	83,000	461,379	581,000
Loan from State (1 per cent.)	.....	.....	.....	.....	.....	100,000	400,000	400,000
Floating debt of both lines	173,530	227,093	219,459	193,038	345,195	276,770	270,268	631,757
Resources:								
Main line & Br'h	1,866,576	2,364,542	2,497,030	2,741,100	3,010,097	3,167,385	3,335,090	3,392,227
Lynchburg Exten.	.....	.....	257,017	637,516	1,260,770	1,977,089	2,919,925	3,844,549
Total	1,866,578	2,364,542	2,754,047	3,378,616	4,270,867	5,134,474	6,255,015	7,236,776

COST, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Cost of Road and Equipments.*	Miles open.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earn'gs less Exp'ses.	Dividends.† Am't.	p.c.
1852	$1,066,373	61.89	$22,590	$16,585	$7,530	$46,705	$14,952	$31,753	*nil.*	*nil.*
1853	1,449,615	70.78	58,500	42,500	11,023	112,023	57,665	54,358	"	"
1854	1,841,981	97.20	80,349	62,674	28,166	171,189	81,436	89,753	49,584	5
1855	2,013,779	97.20	105,241	69,835	36,430	211,506	100,142	111,364	*nil.*	*nil.*
1856	2,050,655	97.20	134,406	88,100	54,133	276,639	137,817	138,822	"	"
1857	2,077,300	97.20	135,202	87,641	50,402	273,345	139,121	134,124	"	"
1858	2,093,100	97.20	128,390	90,628	39,857	258,875	106,903	151,972	"	"
1859	2,178,387	97.20	162,197	84,393	42,208	288,798	131,572	157,226	"	"
1860	5,000,000	157.20	281,249	105,044	64,134	450,427	228,213	222,214	"	"

* Exclusive of general charges.

† Not including dividend 6 per cent. per annum on the preferred stock $350,000.

FLOATING DEBT—$631,757.

COST OF ROAD AND EQUIPMENT (main line)—$2,178,385, as follows:

Graduation and masonry	$1,112,128
Wooden bridges and trestling	71,712
Road superstructure, including iron	555,699
Wood and water stations, buildings, etc.	31,380
Passenger and freight stations, etc	25,999
Engine and car houses	37,058
Machine shops and machinery	25,286
All other buildings	29,586
Land, land damages and fences	70,682
Locomotive engines and rolling stock	217,855

COST OF ROAD AND EQUIPMENT (Extension)—$2,855,725, as follows:

Graduation and masonry	$1,964,752
Bridges	8,221
Cross ties	36,691
Iron rails	223,578
Chairs and spikes	22,966
Track laying	9,650
Equipment	4,707
Water stations	251
Right of way	26,787
Interest on bonds and loans	427,195
Engineers' and miscellaneous expenses.	93,459
Real estate $36,097; personal property $1,670	37,467

INCOME ACCOUNT FOR THE YEAR ENDING 30TH SEPTEMBER, 1860.

Receipts—	
Passenger earnings	$281,249
Freight earnings	105,044
Mail "	24,137
Manassas Gap Railroad (rent)	31,644
Adams Express	8,353
Total	$450,427
Disbursements—	
Maintenance of road	$73,384
" motive power	53,801
" cars	10,863
Transportation expenses	57,176
Salaries, offices, taxes, loans, etc	20,225
Use of Virginia Central Railroad	12,746
Earnings exceeding expenses	222,213
Total	$450,427

LENGTH OF ROAD—*Main Line:* Alexandria to Gordonsville ..... 88.3 miles.
Lynchburg Extension: Charlotteville to Lynchburg ..... 60.0 "
Branch Line: Junction (41 m. w. Alexandria) to Warrenton ..... 8.9 "
Sidings and turn-outs (on main line) 4.55 miles, and on branch line, 0.25 m.
Leased Road—Virginia Central Railroad, Gordonsville to Charlotteville ... 22.0 "

The equipment consists of 16 locomotive engines; 16 passenger, 10 baggage, mail and express, 150 freight, and 15 gravel and other cars used in construction.

The office of the Company is at Alexandria, Va. The officers and directors for 1860-'61 are:

President—JOHN S. BARBOUR.

Directors elected by Stockholders—Henry Daingerfield, William C. Rives, Robert A. Coghell.

Directors appointed by State—Inman Horner, John Willis, Henry Shackleford.

Treasurer—JAMES H. REID.

Chief Engineer and General Sup't—HENRY W. VANDERGRIFT.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil.' Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb. '58	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '58	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	----------	----------	1,030,957	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----------	----------	----------	----------	----------	----------	----------	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	-------	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	-------	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	-------	844,772	502,579	10	135
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	-------	319,106	77,038	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	-------	241,330	127,505	3	----
31 Dec. '59	61.0	—	3.0	—	---	---	-----	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	----------	61.0	-------	107,837	20,627	—	----
31 Dec. '59	46.0	9.0	7.0	—	---	---	-----	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	----------	59.7	-------	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	-------	119,146	----------	—	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	----	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	----------	66.0	-------	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	---	---	-----	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	-------	—	75,672	—	----
31 Oct. '59	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	723,651	—	—	744,520	—	4,641	749,171	5.0	-------	21,195	—	6	----
								FLORIDA.													
-- -- '59	154.2	—	—	—	---	---	-----	*Florida*	----------	----------	----------	----------	----------	----------	----------	—	—	—	—	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	-------	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	-------	----------	----------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	-------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----------	53.0	-------	168,988	95,612	—	----
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	-------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	----------	----------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	----------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	-------	1,514,478	242,564	----	58½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9.344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	-------	1,093,934	309,567	3½	40½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	----------	580,000	—	----------	84.0	-------	----------	----------	—	----
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	----	65½
-- -- '57	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	-------	----------	----------	—	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	-------	2,721,591	850,630	—	64¼
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----------	----------	----------	----------	----------	----------	----------	—	—	—	—	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----------	----------	148.0	-------	----------	----------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	----------	----------	----------	----------	600,000	----------	----------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----------	----------	----------	----------	----------	----------	----------	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----------	----------	186.0	-------	----------	----------	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	----------	----------	----------	----------	----------	----------	----------	oper	by Chic.	& R. Is.	----------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	----------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	--------	1,196,679	1,006,125	----------	----------	108.0	-------	----------	----------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	----------	----------	----------	----------	----------	----------	----------	29.0	-------	----------	----------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	-------	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	-------	236,397	80,109	—	----
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	----------	1,000,000	600,000	----------	2,000,000	64.0	-------	----------	----------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	----------	----------	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	-------	404,599	232,773	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	----------	----------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----------	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-------	----------	----------	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	----------	----------	----------	245,000	755,000	----------	----------	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----------	----------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	----------	----------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	----------	----------	----------	----------	107.6	-------	----------	----------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	----------	20.0	-------	----------	----------	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	----------	----------	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	—}	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	-------	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	—}				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	-------	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,451	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	----
-- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	----------	----------	----------	----------	----------	----------	----------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	----------	----------	----------	----------	22.0	-------	----------	----------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	----------	----------	----------	----------	27.0	-------	----------	----------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,316	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-------	753,774	----------	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	249.969	108,434	1,710,819	53.7	-------	----------	----------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	645,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	...	...	...	...	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	41½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	14
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	106
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,068	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	64½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	91½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	94½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	296,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	23,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	.....
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	306	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,565	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1 095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	885,254	—	111½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	...	...	...	...	—	.....
30 Sep. '60	138.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.8	1,281,263	2,126,699	910,169	3	41
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13¾
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	—	...	...	...	...	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	...	...	...	...	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	—	...	...	...	...	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	...	...	...	...	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	.....	—	—	...	...	...	...	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Miss'sippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0				—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	—	—	.....	.....	—	—	...	...	...	...	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	...	...	...	...	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	60	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,085	733,950	12	111
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	.....	30	21	256		Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	...	...	...	...	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,682	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	...	...	...	...	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	16.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,800	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	.....
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,890	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	93
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	765,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	94½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,150,321	1,827,406	—	24½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	1 ½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,159	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottedam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	150,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3.365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NOATH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118 2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	25
1 May, '59	131.8	—	—	81.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	95
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	6½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,466	188.6	—	919,971	493,956	—	28½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	3	81
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,657	2,981,293	1,399,000	34,196	4,709,137	138.0	667,835	1,200,499	341,591	8	70
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,561	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,580,000	2,330,030	18,794,721	192.3	—	898,518	169,943	—	1½
31 Aug. '58	117 0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,242	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	60	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,522	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	70
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,290	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,694,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	57
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458 892	39 927	—	3,155,875	2,940 473	774,323	6,471 462	65.7	5 mos.	176,047	9 269	—	5½
31 Dec. '60	331.1	28.1	391 7	—	205	124	2,668	Pennsylvania	23,681.15	3,06 289	3,474 546	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,761	2,246,402	—	57½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila, Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151 4	—	3,312,546	858,597	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,236,597	471,712	6½	34

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *astertick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,765,826	1,292,700	67,869	3,378,707		60.0	113,775	80,553	29,690	—	—
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,910,655	1,727,161	18,155,116		467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—		—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700		54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616		24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227		—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869		148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—		29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,658	74,677	—	682,170	944,169	52,434	1,679,301		26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—		78.0	199,878	238,420	860,339	—	—
								RHODE ISLAND.														
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	—	2,158,000		50.0	147,231	208,439	96,571	5	—
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—		13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092		13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536		51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—		109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—		49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554		164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000		22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729		32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325		102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—		—	—	1,499,636	761,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—		25.1	—	—	—	—	—
								TENNESSEE.														
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707		47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—		30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—		140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—		130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797		291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—		—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—		—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—		59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—		47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—		34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—		159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—		—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—		45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—		30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—		32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—		56.0	—	—	—	—	—
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	276,000	240,000	171,586	—		50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—		70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—		25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—		28.0	—	—	—	—	—
								VERMONT.														
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	—	—		90.7	122,200	187,646	64,619	—	—
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045		119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—		62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299		166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695		ope	r. by Vt.	Central	—	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—		23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500		ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194		—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—		113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Peteraburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months		79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—		103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—		167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256		132.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527		80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655		143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—		23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	16	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648		80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929		195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271		214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—		32.0	80,000	49,971	14,469	—	—
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	—		55.0	—	—	—	—	—
25 Mar. '59	199.8	—	—	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653		199.8	—	492,454	—	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555		40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—		42.0	10 mos.	60,066	—	—	—
31 Dec. '60	191.9	42.5	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000		234.4	—	883,186	439,943	—	—
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—		60.0	—	121,401	—	—	—
1 Jan. '58	104.0	—	—	38.8	—	—	—	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471		86.0	—	213,964	31,045	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	—		operated	by	Fox Riv	er Vall.	—	—
								CANADA.														
31 July '59	158.5	—	—	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195		158.5	363,213	—	—	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—		81.0	166,245	—	—	—	11
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—		48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261		761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—		357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—		24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—		96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—		54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—		25.0	—	—	—	—	—
								NEW BRUNSWICK.														
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012		108.0	193,683	116,225	41,985	—	—
31 Dec. '60	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232		60.0	—	—	—	—	—
								NOVA SCOTIA.														
— — '59	61.5	—	—	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—		61.5	—	—	—	—	—
								NEW GRANADA.														
Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,823		48.7	—	1,550,878	1,936,131	12	104½

New York Stock Exchange.

Sale Prices for the week ending August 28, 1861.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 5s, 1871	....	....	....	79½	....	....
U. S. 5s, 1874	80	79¼	....	78½	78¼	78¾
U. S. 5s, 1865	....	....	85	....	....	85
U. S. 6s, 1881	87¾	88	87½	88	87⅝	88
U. S. 6s, 1862	....	....	95	....	....	....
U. S. 6s, 1867	....	....	....	....	....	87
U. S. 6s, 1868	....	....	....	88	87½	....
U. S. 6s, 1880	....	....	....	....	....	....
Treas. 12 p. c. notes	....	....	....	....	101	101
" 6 " 2 years	97⅜	97⅝	97½	97⅝	97⅞	97¾
STATE STOCKS:—						
California 7s	76	76	76	76	75½	75½
Georgia 6s	68	68	69	65	66½	67
" 5s	....	....	....	....	....	....
Illinois 6s	....	....	....	....	....	82
" Canal bonds	....	80	80	....	....	80
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	77½	....	....	....	....	77
Louisiana 6s	57½	....	55	54	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	79	....	....	....	....	80
" 7s	....	....	....	....	....	86
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	42	42½	42½	42	41½	41½
Do. iss. to H.& St.J.R.	46	47½	....	45½	46½	47
New York 6s, 1874	....	....	102½	....	....	100½
" 7s, 1864	....	....	....	....	....	....
North Carolina 6s	60½	59	58	55	54½	65½
South Carolina 6s	58	....	....	....	....	....
Ohio 6s	....	91	91½	....	90	90
Tennessee 6s, 1890	42½	42½	43½	43½	42½	42½
Virginia 6s	52	51½	52	52	51½	52
RAILROAD SHARES:—						
Chicago, Burl. and Q.	....	60	59½	60½	60	58½
Chicago and Rock Isl.	39¾	41	41½	41	40⅜	40¾
Clev., Col. and Cin.	....	....	94	95	....	95
Clev., Painesv.& Asht.	....	....	....	....	....	....
Clev. and Pittsburg	7	6½	....	....	....	....
Clev. and Toledo	29¼	29⅛	28⅞	29¼	28⅝	28⅝
" " S. F.	....	73	....	....	....	....
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	65	64½	65	65½	65	65½
Hudson River	33	32⅝	33½	32⅝	32⅜	33
Illinois Central (scrip)	64½	64¾	64½	64¼	64½	64½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	42½	....	41¾	42½	....	41½
M. S. and N. I. guar'd	29½	29	....	....	....	29
M. S. and N. I.	13½	....	....	....	....	13½
Mil. and P. du Chien	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	73⅜	74	74½	73⅝	73⅜	73½
Erie	25⅜	25½	25	24¾	....	24¾
Erie pref.	....	....	....	....	....	46
Erie Assessment Scrip	....	....	....	....	....	....
N. York and Harlem	....	....	....	10½	....	....
N. Y. and H. "pref."	....	....	....	....	25	....
Panama	....	....	105½	106	105⅞	104½
Phila. and Reading	....	....	....	....	....	35½
RAILROAD BONDS:—						
Buff.,N.Y. & Erie 1 M.	....	....	....	....	....	69
Chic. and N.W. 1st M.	38	....	38	....	....	33
" " 2d M.	....	....	....	....	....	15
" " S. F.	....	....	....	....	....	81
Cl. & Tol. S.F. 7 p.c. '85	....	....	73	....	....	72
Chi., Bur. and Q. 8 p.c.	92½	92½	....	92½	92½	92½
Chi. and R. I. 1st M. '70	....	....	....	....	....	92
D.L.&W.1M.8p.c.'71-5	....	....	97	....	....	96
" 2M.8p.c.'81	27	....	....	....	....	90
Gal.and Ch.1M.8p.c.'63	....	....	....	....	....	97½
" 2M.8p.c.'75	....	....	....	....	....	95
Hann. & St.J. 1 M. 8s	....	....	31	....	....	30
Hudson R. 1M.7p.c.'69	....	....	....	....	....	103
" 2M.7p.c.'60	....	....	....	....	....	96
" 3M.7p.c '75	....	....	78	....	....	79
" sink. fund	....	....	....	....	....	94
Illinois Centr.7 p.c.'75	90	90	90	90	....	90
" " 6p.c.'75	90	90	90	90	....	90
L. Erie & Wab. 1 M.	....	....	....	....	60	60½
" " 2 M.	....	27	....	....	....	26
Mich.Cen.S.F.8 p.c.'82	....	97	....	....	....	97
" conv.6p.c.'69	....	97	....	....	....	97
Mich. Southern 1st M.	....	....	....	....	....	75
" " 2d M.	....	....	....	....	....	....
" " S. F.	74	....	....	....	....	....
M.S.& N.I. 1 M, S. F.	....	....	....	....	....	73
" 2 M.8p.c.'77	....	....	....	....	....	48
Northern Ind. 1 M.	80	80	....	....	....	75
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	103	....	....	102½
" " 2d M.	....	....	....	....	....	100
N.Y. C. 6p.c. certif.'83	....	....	....	92½	....	92½
" 1 M. 7 p.c.'64	100	....	....	100	....	100½
" bonds 1876	100	....	....	101	....	100½
N.Y.&E. 1 M. 7 p.c.'67	....	....	103	....	102½	102½
" 2 M. 7 p.c.'79	....	....	....	....	....	100½
" 3 M. 7 p.c.'83	86	....	....	....	....	84½
" 4 M. 7 p.c.'80	....	....	....	....	....	72
" 5 M. 7 p.c.'83	....	....	....	....	....	69
" conv.7p.c.'62	....	....	....	....	....	....
" 7p.c.'71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	....	96	....	96	....	95
" 2 M. 7p.c.'64	....	....	....	....	....	90
" 3 M. 7p.c.'67	....	....	....	....	....	70
MISCELLANEOUS:—						
Del. and Hud. Canal.	83	83	....	83	83	82½
Cumberland Coal Co.	....	....	....	....	....	....
Penn'a Coal Co.	76	76	76	75	....	85½
Pacific Mail S. S. Co.	72	72½	72¼	72¼	72⅛	75

The following are the closing prices in the London Market on the 10th August:

United States 5s, 1874	70	to	73
Virginia 6s	45½	"	46½
Erie shares, ex assessment scrip	23½	"	24½
Erie shares, 7 per cent. preference	43½	"	44½
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	83	"	84
Illinois Central $100 shares, $80 paid, dis.	40	"	39
Illinois Central, all paid	58	"	60
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1862	85	"	87
Michigan South. and North. Indiana 7s, 1885.	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	91	"	93
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	92
New York and Erie, 3d mort., 1883, assented.	79	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	97	"	99
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	82	"	84
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, August 30, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The principal topic of interest the past week has been the new government loan, for which an active demand has sprung up, outside the Banks, that bids fair to absorb the whole loan. The high rate of interest, with the increased confidence in the military operations of Government, renders it, in public estimation, a most desirable security. The rate paid is nearly double that realized to the holders of the United States States Stocks for the past 10 years.

For 11 years past the quotations have averaged 116, which rate allows an interest of only about 4½ per cent. There can be no reasonable doubt that the present loan is destined to reach still higher figures, the interest being 1 3/10 cents greater. Such a conviction is of itself enough to attract purchasers.

We copy from the Circular of Messrs. SAMUEL HALLETT & Co., 58 Beaver Street, New York, the following interesting statements, relative to the public debt of the United States and England.

"Upon the organization of the government of the United States, the amount of debt assumed and funded by it was $75,463,476. This amount was slightly increased by the wants incident to the new order of things, but its extinguishment was never lost sight of, and after 1806, the financial policy of government enabled it to devote, annually, a large sum towards its reduction. In 1812 it was reduced to $45,209,738. The war which commenced that year was followed by new loans, and in 1816 the debt was swelled to $127,334,934. Upon the return of peace, notwithstanding the embarrassed condition of the country, the first step of government was a financial policy which looked to the speedy payment of the debt, which was totally extinguished in 1835. The embarrassments following the memorable speculations of that year, forced the government to make some small loans, but in 1845 the debt was only $16,801,647. The expenses of the Mexican war, which soon followed, again swelled the debt to $67,560,395. The payment of this, however, was immediately commenced, a large amount of it being purchased at 22 per cent. premium, out of an overflowing treasury, so that in 1857 the amount was reduced to $25,165,155. In that year the rates of duty on imported merchandise were greatly reduced, and the revenue from this source correspondingly diminished, caused in part by the commercial disasters of that year. The expenses of government, for extraordinary emergencies, were largely increased, and the debt in March last stood, at about $77,000,000; a part of this being incurred to put down the present rebellion. At its late session, Congress authorized a loan to the amount of $250,000,000, the first instalment of which has recently been taken by the Banks. Annexed is a statement showing the amount of the national debt for each year since the organization of the government.

1791	$75,463,476	1827	$73,987,357
1792	77,227,924	1828	67,475,044
1793	80,352,634	1829	58,421,414
1794	78,427,405	1830	48,565,406
1795	80,747,587	1831	39,123,191
1796	83,762,172	1832	24,322,235
1797	82,064,479	1833	7,001,699
1798	79,228,529	1834	4,760,082
1799	78,408,670	1835	37,733
1800	82,976,294	1836	37,513
1801	83,038,051	1837	1,878 224
1802	80,712,632	1838	3,857,660
1803	77,054,686	1839	11,983,738
1804	86,427,121	1840	5,225,078
1805	82,312,150	1841	6,737,398
1806	75,723,271	1842	15,028,486
1807	69,218,399	1843	26,898,963
1808	65,196,318	1844	26,143,996
1809	57,023,192	1845	16,801,647
1810	53,173,217	1846	24,256,415
1811	48,005,588	1847	45,659,415
1812	45,209,738	1848	65,804,460
1813	55,962,828	1849	64,704,698
1814	81,487,846	1850	64,228,288
1815	99,833,660	1851	62 560,395
1816	127,334,934	1852	67,560,395
1817	123,491,965	1853	56,336,147
1818	103,466,634	1854	44,975,456
1819	95,529,648	1855	39,969,731
1820	91,015,566	1856	30,963,910
1821	89,987,428	1857	25,165,155
1822	93,546,677	1858	44,910,778
1823	90,876,877	1859	58,754,699
1824	90,269,778	1860	74,985,299
1825	83,788,433	1861	110,000,000
1826	81,054,060		

This table proves, in the most conclusive manner, that all the debts contracted by the United States, unlike those of other nations, are treated purely as commercial transactions, to be paid at an early day, and for which provisions have always been speedily made, and which at one period entirely extinguished the debt, and reduced it to merely nominal amounts at two others. As the people are the government, they are anxious to be relieved from debts existing against them in a collective, as those in a private capacity. Each man feels that he personally owes a portion of them, and wishes to be discharged of the burden as soon as possible. In this country those who vote the money pay it. The conviction of this fact is coupled with every financial transaction of government. Its uniform policy in providing for the payment of all debts, is an important element in the value of its securities. These are always subject to fluctuations, but the United States stocks have averaged prices which have realized the holders considerably less than 5 per cent., as will be seen by the following statement of quotations of these stocks for the last 19 years:

Years.	Highest quot. for U. S. 6s.	Years.	Highest quot. for U. S. 6s.	Years.	Highest quot. for U. S. 6s.
1842	100	1849	113¼	1855	118¾
1843	118¾	1850	122	1856	118¾
1844	115	1851	122½	1857	118½
1845	114	1852	121	1858	115½
1846	112	1853	124	1859	112
1847	108	1854	123¼	1860	109
1848	108				

The highest average quotation for 19 years has been 116 per cent. Since 1849 the quotations given are for the U. S. 6s, payable in 1868. The

average highest quotations for these, for 11 consecutive years, have been 119. These rates would yield an interest of only 4¼ per cent. If we take the average of highest and lowest quotations, for the past 11 years, for the government 6s of 1868, the averages have not been under 116, and have not realized their holders over 4½ per cent. As a rule, it may be stated that the public securities of all solvent governments are in request at rates that yield the smallest interest of any investment, for the reason that government represents the aggregate wealth of the people, and its failure must always be preceded by that of the individual members who compose it. The average rate of money for commercial transactions, both in England and the United States, is two or three per cent. greater than the public securities of the two countries yield. This has been a uniform experience. It is just as probable in the future as it has been in the past, modified, of course, by extraordinary events. The loans brought out in the Mexican war sold at par, but the moment public confidence was restored they sold at 20 per cent. premium. Owing to the present political troubles the United States 6s of 1868 are selling at a rate which will yield to those holding them till their maturity 8 per cent.—or very near twice the rate of interest they have yielded for the past 11 years. A nation with a vitality like that of the United States is not going to be extinguished in a day, nor till, like all other great nations, it has run its course, which is not measured by any ordinary computation. In a year or so our fears will be forgotten, and as money is now far more abundant among us than at any former period, it will not be long before government securities will be selling at the highest rates they ever reached. The supply coming upon the market will, for a time, keep down the price, but the moment that ceases, rates will rapidly advance, no matter, within any reasonable bounds, how great a debt may be contracted. The public debt of England equals nearly $4,000 000,000. A debt of $500,000,000, or eight times less, would be, for us, nothing in comparison. The English consols would bear no higher price were they reduced to one-half their present amount. Were the public debt of the United States $500,000,000 instead of $110,000,000, its securities would probably bear a higher price, from the vastly greater number of parties interested and dealing in them. The Canadas, with a population of about 2,500,000, have a public debt of $65,000,000, which would be equal to a debt of $800,000 000 for the United States, which have three-fold greater wealth and resources in proportion to population. Yet the securities of the former are selling at a premium of some 10 per cent., while those of the latter are at 12 per cent. discount. This fact shows the excess and unreasonableness of our fright. The debt at the formation of the government was equal to nearly $20 per head; in 1816, $15 per head. A similar ratio per head would give us a debt of $650,000,000 in one case and $465,000,000 in the other; yet the wealth of the country is more than three-fold greater per head than in either of the periods named. At the close, in 1815, of the great Continental wars, the debt of Great Britain, including Ireland, was £860,000,000, or about $4,300,000,000, which was nearly $250 per head for each man, woman and child in that country—its population, including Ireland, not much exceeding 18,000,000. The population of the United States is nearly twice that number; that of the loyal States once and a half greater, with resources vastly exceeding those of Great Britain in her eventful struggle which humbled the greatest military power, and military genius, the world had ever seen.

The following statement will show the debt and expenditures of the British government; the population of the United Kingdom; the average amount of bullion held by the Bank of England, and the average price of 3 per cent. consols, for each year from 1797 to 1816, inclusive. The value of the pound is estimated at $5. The yearly population is deduced from the decennial enumerations.

Years.	Amount of debt.	Annual expenditures.	Population.	Bullion held by the Bank.	Av. price of Consols.
1797	$1,878,123,815	$203,807,660	$13,278,500	$12,939,478	52⅝
1798	2,013,798,710	353,699,280	13,480,000	31,942,600	49⅞
1799	2,183,362,460	256,208,990	13,683,131	36,411,700	59
1800	2,258,478,830	296,480,400	13,890,201	28,296,700	61
1801	2,422,326,005	308,089,940	14,078,500	22,438,450	58
1802	2,644,196,375	365,362,340	14,325,662	20,111,825	66½
1803	2,716,245,690	311,867,445	14,572,824	18,423,125	62½
1804	2,768,224,025	274,564,450	14,819,984	24,128,305	56¼
1805	2,886,981,745	338,097,370	15,067,146	33,720,750	58¼
1806	3,038,788,620	380,283,960	15,314,308	30,505 525	62
1807	3,139,683,325	375,772,740	15,561,470	31,517,970	64¼
1808	2,201,022 875	391,848,445	15,808,632	34,678 505	68
1809	3,250,066,820	423,985,400	16,055,794	20,357,950	67¼
1810	3,307,461,195	448,962,760	16,302,956	16,733,150	68¼
1811	2,346,873,985	471,803,640	16,550,120	16,485,100	65
1812	3,423,717,005	495,021,205	16,950,120	15,206,400	60¾
1813	3,580,452,875	528,220,425	17,366 911	13,991,925	57¾
1814	3,996,442,475	611,178,300	17,763,911	11,255,275	64
1815	4,109,701,575	648,711,990	18,162 809	13,614,875	60¾
1816	4,324,112,255	651,529,790	18,561,806	30,509,200	61½

Money continues very abundant, call loans being freely made at 5 per cent. The new government loan does not seem to have had any influence upon rates. Railroad shares are quiet but firm with an advancing tendency. In Southern State stocks that has been a heavy decline with one or two exceptions. United States securities are very firmly held.

Journal of Railroad Law.

TRANSPORTATION OF PASSENGERS—DROVERS FREE PASS—POWER OF COMPANIES TO MAKE SPECIAL CONTRACTS AVOIDING LIABILITY FOR ORDINARY DAMAGES.

The nature of the liabilities of companies, and the mutual obligations assumed between railroad companies and drovers who are usually sent over the road free in order to enable them to take personal charge of their cattle, was recently brought before the Superior Court of the City of New York in the case of George B. Boswell, Administrator, &c., of John B. Boswell *vs.* The Hudson River Railroad Company. The action was for an injury to the person sustained by John B. Boswell while riding in the defendants cars, through the alleged negligence of the servants of the company, and it was held to be a good defence to the action that the decedent was at the time riding by virtue of a *special contract*, which was evidenced by a pass or free ticket, accepted and used by him, to enable him to take charge and care of his live stock, while on the railroad, and as part of the contract for transporting such stock. It was also held that a railroad company may limit their common law liability as carriers of passengers, by express contracts with the passenger upon sufficient consideration, so as not to be liable for casualties not arising from fraud, willfulness, recklessness, or gross neglect.

The complaint alleged, in substance, and among other things, that John B. Boswell, the plaintiff's intestate, on the 8th of September, 1858, at the defendants' request became a passenger in their car to be carried by them as common carriers from East Albany to the City of New York. That defendants undertook, and it became their duty to carry him safely; but the defendants and their agents conducted so negligently that the car in which he was came in contact with another car or locomotive and was demolished or thrown from the track, and the said John B. Boswell, then and there, from such gross negligence of the defendants was instantly killed or received great injury from which he immediately died. And the death of the said John B. Boswell was caused by and was the result of the gross negligence of the defendants.

The answer contained denials of many of the allegations in the complaint, and then set up the following defence, to which the plaintiff demurred: And for a separate defence the defendants say: that at the time and place in the complaint mentioned, the said John B. Boswell was upon the cars of the defendants, not as a passenger, nor upon the payment of or promise to pay any fare, but under and in virtue of a special contract made between the said Boswell and the said defendants, which contract was evidenced by the pass or free ticket given to him by the defendants, and accepted and used by him, and by virtue of which he was riding upon the road and in the cars of the defendants at the time of the alleged injury. That the conditions of the contract by which the defendants agreed to carry the said Boswell, were printed upon the face of the ticket or pass, and were in the following words:

Conditions. This ticket is issued to the owner of live stock or his agent, to enable him to take the entire charge and care of his stock while on the Hudson River Railroad, and is part of the contract for transporting the same. By accepting or using it he expressly releases the company, in consideration of this pass, and the reduction of price below the Tariff Rates, from all liability for injury to said stock from suffocation, crowding, trampling or delay in transportation, or for injury to his person or stock arising from any cause whatsoever.

That the said ticket was accepted and used by the said Boswell at the time of the injuries alleged to have been sustained by him; and that the said injuries were not caused by any fraudulent, willfull or reckless act or misconduct or gross neglect or default on the part of the defendants, and that the defendants are not liable therefor.

At the Special Term of the Court judgment on the demurrer was rendered the plaintiff; from this judgment sustaining the demurrer the defendants appealed to the General Term. The following is the opinion of the Court rendered upon the decision of the cause.

HOFFMAN, J. It is insisted by the counsel of the plaintiff, that the court is at liberty to interpret the contract between the defendants and the plaintiff's intestate by the attending circumstances, and to restrict the general language to cases which would still leave the defendants liable for some neglect. Adopting this view, this at least is clear, that the parties must show plainly that the intention of the parties was to qualify and restrain the very comprehensive language used in the instrument. So far from its being obvious that there are cases other than those of negligence, which the parties may be reasonably supposed to have contemplated, it seems to us difficult to under-

stand in what cases the company could be rendered liable at all for injury to the person of the party, without some negligence on their part or on the part of their agents. An injury to his person, in the course of his being carried to New York in their cars, could have arisen either from his own negligence, without any fault of the defendants; or from an event wholly independent of fault of either party; or from some neglect or fault on the part of the defendants. The parties cannot be intended to have contemplated the exemption of the defendants in the first two cases. The natural interpretation is, that they meant to cover the last case. The counsel of the defendants does not deny that there may be a degree of gross neglect, amounting to willful and fraudulent misconduct, for which they might be responsible, even under this contract. His answer is found to negative such a case. It may be difficult or impracticable as observed in Wells *vs.* The New York Central Railroad Company, to distinguish accurately between the different degrees of negligence. Yet one case can certainly be readily supposed in which a marked and practical distinction would exist. There might be a case of such misconduct on the part of an agent as would indicate a willful design to injure the party, a desperate recklessness which wantonly endangered the lives or property of all those who are in his charge, a case of personal misconduct, and yet the principal be responsible. In Weed *vs.* The Panama Railroad Company, the willful act of the conductor who managed the train was not allowed to be a ground of exemption for the company.

But the averments of the answer seem to us to cover all such cases by denying that the injuries were caused by any fraudulent, willful or reckless act, or misconduct, or gross neglect or default; and the terms and import of the stipulation appear to amount to an agreement that the party was to have no redress for injuries arising from other degrees or cases of negligence. We consider, also, that the parties were fully at liberty to enter into a contract of this nature.

The order below was accordingly reversed and the demurrer overruled.

United States Census.

(*Compiled from the official Returns.*)

(Concluded from p. 615.)

VERMONT.

Counties.	1850.	1860.
Addison	26,549	24,010
Bennington	18,589	19,435
Caledonia	23,595	21,708
Chittenden	29,036	28,171
Essex	4,650	5,786
Franklin	28,566	22,241
Grand Isle	4,145	4,296
La Moille	10,872	12,311
Orange	37,296	25,455
Orleans	15,707	18,982
Rutland	33,059	35,949
Washington	24,654	27,614
Windham	29,062	26,983
Windsor	38,320	37,195
Total	314,120	315,116

VIRGINIA.

Accomac	17,890	18,586
Albemarle	25,800	26,625
Alexandria	10,008	12,652
Alleghany	8,515	6,765
Amelia	9,770	10,758
Amherst	12,699	13,743
Appomattox	9,193	8,887
Augusta	24,610	27,750
Barbour	9,005	8,959
Bath	3,426	3,676
Bedford	24,080	25,068
Berkeley	11,771	12,523
Boone	3,237	4,840
Botetourt	14,908	11,516
Braxton	4,212	4,992
Brooke	5,054	5,949
Brunswick	13,894	14,811
Buchanan (Stephens)	new	2,793
Buckingham	13,837	15,212
Cabell	6,299	8,020
Calhoun	new	2,502
Campbell	23,245	26,197
Caroline	18,456	18,465
Carroll	5,909	8,012
Charles City	5,200	5,609
Charlotte	13,955	14,469
Chesterfield	17,489	19,017
Clarke	7,352	7,146
Clay	new	1,787
Craig	new	3,553
Culpepper	12,282	12,064
Cumberland	9,751	9,961
Dinwiddie	25,118	30,198
Doddridge	2,750	5,203
Elizabeth City	4 586	5,798
Essex	10,206	10,469
Fairfax	10,682	11,835
Fauquier	20,868	21,704
Fayette	3,955	5,997
Floyd	6,458	8,236
Fluvanna	9,487	10,353
Franklin	17,430	20,098
Frederick	15 975	15.547
Giles	6,570	6,883
Gilmer	3,475	3,759
Gloucester	10,527	10,956
Goochland	10,352	10,656
Grayson	6,677	8 252
Greenbrier	10,022	12,210
Greene	4,400	5 025
Greenville	5 639	6,374
Halifax	25,962	26,521
Hampshire	14,036	13,913
Hancock	4,050	4,445
Hanover	15,153	17.225
Hardy	9,543	9,864
Harrison	11,728	13.790
Henrico	43,572	61,616
Henry	8,872	12,105
Highland	4,227	4,319
Isle of Wight	9,353	9,977
Jackson	6,544	8,306
James City	4,020	5,798
Jefferson	15,357	14,575
Kanawha	15,353	16,150
King and Queen	10,319	10,331
King George	5,971	6,571
King William	8,779	8,529
Lancaster	4,708	5,151
Lee	10 267	11,052
Lewis	10,031	7,999
Logan	3,620	4,938
Loudon	22,079	21,772
Louisa	16,691	16,698
Lunenburg	11,692	11,984
McDowell	new	1,535
Madison	9,331	8,854
Marion	10,552	12,721
Marshall	10,138	13,001
Mason	7,539	9,185
Matthews	6,714	7,091
Mecklenburg	20,630	20.096
Mercer	4,222	6,818
Middlesex	4,394	4,364
Monongalia	12,387	13,048
Monroe	10,204	10,757
Montgomery	8,359	10,615
Morgan	2,557	3,731
Nansemond	12,283	13,693
Nelson	12,758	13,015
New Kent	6,064	5,884
Nicholas	3,963	4,626
Norfolk	33,036	33,158
Northampton	7,498	7,832
Northumberland	7,346	7,530
Nottoway	8,487	8,836
Ohio	18,006	22 422
Orange	10 067	10,706
Page	7,600	8 109
Patrick	9,609	9,359
Pendleton	5,795	6,165
Pittsylvania	28,796	32,104
Pleasants	new	2,945
Pocahontas	3,598	3,958
Powhatan	8 178	8,391
Preston	11,708	13,312
Prince Edward	11,857	11,844
Prince George	7,596	8,410
Prince William	8,129	8,565
Princess Anne	7,669	7,714
Pulaski	5,118	5,416
Putnam	5,335	6,301
Raleigh	1,765	3,367
Randolph	5,243	4,990
Rappahannock	9,782	8,850
Richmond	6,448	6,856
Ritchie	3,902	6 847
Roane	new	5,382
Roanoke	8,477	8 048
Rockbridge	16,045	17,250
Rockingham	20.294	23.408
Russell	11,919	10,180
Scott (Davis)	9 829	12,072
Shenandoah	13,768	13,886
Smyth	8,162	8,952
Southampton	13.521	12 914
Spottsylvania	14,911	16,076
Stafford	8,044	8,565
Surry	5,679	6,133
Sussex	9,820	10,175
Taylor	5,367	7,463
Tazewell	9,942	9,920
Tucker	new	1,428
Tyler	5,498	6,517
Upshur	new	7,292
Warren	6,007	6,442
Warwick	1,546	1,740
Washington	14,612	16 893
Wayne	4,760	6,747
Webster	new	1,555
Westmoreland	8,080	8,282
Wetzel	4,284	6,703
Wirt	3,353	3,751
Wise	new	4 508
Wood	9,450	11,046
Wyoming	1,645	2 865
Wythe	12,024	12,305
York	4,460	4,946
Total	1,421,661	1,596,083

COLORADO TERRITORY.

Not yet divided into counties	34,197

DAKOTAH TERRITORY.

Not yet divided into counties	4,889

NEVADA TERRITORY.

Counties.	
Carson	6,712
Humboldt	40
St Mary's	105
Total	6,857

TERRITORY OF UTAH.

Counties.	1850.	1860.
Carson	new	1,608
Davis	1,134	2,904
Deseret	new	2,605
Green River	new	141
Iron	.....	.....
Juab	new	.....
Millard	new	.....
Salt Lake	6,157	11,296
San Pete	365	.....
Summit	new	198
Tooele	152	1,008
Utah	2,026	.....
Washington	new	.....
Weber	1,186	3,675
Total	11,380	40,295

DISTRICT OF COLUMBIA.

Washington	51,687	65,076

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,000	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	70
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	600,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	80
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (las'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	104
2d Mortgage	600,000	7	1875	101
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. ('1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	----
Cent. Ill. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	92
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	33
2d Mortgage	2,000,000	7	------	15
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	155,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	489,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	800,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	7	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	72
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	96
1st Mortgage (E. Extension)	1,500,000	---	1875	96
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	600,000	7	var.	----
1st Mortgage (S. F.) Coupon	1,393,000	7	1863	97½
2d Mortgage (S. F.) Coupon	1,629,000	7	1875	95
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	31
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103
2d Mortgage	2,000,000	7	1860	96
3d Mortgage	1,840,000	7	1875	79
Convertible	1,002,000	7	1877	70
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	90
Construction	4,115,000	6	1875	90
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	280,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	91
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	19
2d Land Grant (Western Div.)	353,600	†	------	19
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	--	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	96½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	97
1st Mortgage (S. F.), convertible	4,153,000	8	1882	97
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	75
Northern Indiana	985,000	†7	1861	75
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	----
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	73
2d Mortgage	2,850,000	†	1877	48
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,556,000	7	1891	65
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	874,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	92½
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	102½
2d Mortgage	4,000,000	7	1864	100½
3d Mortgage (convertible)	6,000,000	7	1883	84½
4th Mortgage (convertible)	3,729,000	7	1880	72
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	95
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54½
Chattel Mortgage	350,000	10	------	74
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	94½
2d Mortgage	2,319,000	6	1875	90
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	438,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,676,300	6	1880	90
Mortgage	3,103,600	6	1870	84½
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	1,778,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	754,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Stenbenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	50
2d Mortgage (convertible)	2,000,000	7†	'68-'70	30
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	60½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	26
3d M. (L. Er., Wab. and St. Louis)	1,547,500	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	208,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Railroads of Massachusetts.

AN ABSTRACT OF THE REPORTS FOR THE YEAR ENDING 30TH NOVEMBER, 1860.

Names of Companies.	Capital. Share Capital.	Capital. Bonded Debt.	Capital. Floating Debt.	Capital. Total Capital.	Cost of Road and Equipment.	Length of Road.	Gross Earnings. Passenger.	Gross Earnings. Freight.	Gross Earnings. Mails, etc.	Gross Earnings. Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Dividends. Rate.
	$	$	$	$	$	m.	$	$	$	$	$	$	$	p. c.
Agricultural Branch	202,088	97,500	507	300,095	360,017	15.03	.....	.....	.....	15,661	.....	15,661	3 600	6
Amherst, Belchertown and Palmer	85,000	.....	5,000	90,000	90 000	19.50	10,688	16,245	1,932	28,865	23,206	5,659	5,100	6
Berkshire	600,000	.....	.....	600,000	600,000	21.01	.....	.....	.....	42,000	.....	42,000	42,000	7
*Boston and Lowell	1,830,000	440,000	3,863	2,273,863	2,428 593	26.75	216,469	342,305	10,032	568,807	396,746	172,061	137,250	7½
†Boston and Maine	4 076,974	.....	92,720	4,169,694	4,271,417	74.26	570,166	373,647	47,117	990,930	515.211	475,719	332,456	8
†Boston and Providence	3,160,000	162,720	.....	3,322,720	3,160,000	54.00	338,547	306,515	40,568	685.630	336,143	349,487	252,800	8
*Boston and Worcester	4,500,000	.....	47,584	4,547,584	4,738,442	68.63	559,020	451,543	35,119	1,045,683	606,399	439,284	360,000	8
Cape Cod	681,689	168,400	11,559	861,648	1,031.625	47.04	86,439	30,699	6,248	123,386	78,026	45,360	.....	....
Cheshire	2,085,925	859,900	27,240	2,973,065	3,073.856	53.65	103,776	196,321	14,948	315,045	242,652	62,393	.....	....
Connecticut River	1,591 100	320,000	.....	1,911,100	1,801,944	52.35	136,337	147,174	22,753	306,264	173,637	132,627	127,288	8
Danvers	65,580	125,000	35.713	226,293	233,124	9.20	(Included in Boston & Maine.)			.....	.....	.....	.....	....
Dorchester and Milton Branch	73,340	36,900	11,356	121,596	136,789	3.26	(Included in Old Colony & Fall River.)			.....	.....	.....	.....	....
†Eastern	2,853,400	1,955,500	.....	4,808,900	4,450,417	74.62	534,194	147,776	37,263	719,234	352,151	367,083	.....	....
Easton Branch	49,325	.....	2,800	52,125	55,894	3.78	3,961	2,961	69	6,991	2,389	4,602	3,000	6
Essex	299,107	280,261	197,428	776,796	747,008	21.18	22,255	39,453	10,170	71,877	50,001	21,876	.....	....
Fairhaven Branch	232,157	.....	275,282	507,439	400,055	15.11	28,015	16,931	8,041	52,897	36,960	16,027	.....	....
†Fitchburg	3,540,000	.....	.....	3,540,000	3,540 000	81.86	239,973	382,993	40,055	663,021	361,620	302,401	212 400	6
Fitchburg and Worcester	217,326	54,100	5,429	276,855	333,884	13.99	16,821	22,604	3,516	42,941	29,135	13,806	11,370	6
Hampshire and Hampden	292,951	303,014	78,578	674,543	577,583	24.96	13,818	17,242	2,285	33,345	32,185	1,160	.....	....
Hartford and New Haven	235 000	.....	.....	235,000	309,218	5.87	(Included in H. & N. H. in Conn.)			.....	.....	.....	.....	....
Horn Pond Branch	2,000	.....	13,238	15,238	13,075	0.66	.....	.....	.....	609	.....	609	.....	....
Lexington and West Cambridge	241,200	.....	.....	241,200	251,258	6.63	12,656	5,419	466	18,542	13,492	5,050	3,600	3
Lowell and Lawrence	200,000	85,000	19,916	294,916	363 158	12.35	.....	.....	.....	21,797	6,196	15,601	12,000	6
Marlboro' and Feltonville	27,500	.....	.....	27,500	27.500	3.90	.....	.....	.....	3,571	220	3,351	.....	....
Midway Branch	29 000	.....	3,785	32,785	37,909	3.60	.....	.....	.....	.....	.....	.....	.....	....
Midland	1,454,295	.....	11,755	1,466,050	.....	74.50	.....	.....	.....	.....	.....	.....	.....	....
Middleboro' and Taunton	148.467	.....	7,800	156,267	153,943	8.55	11,420	15,962	712	28,094	25,892	2,202	.....	....
Nashua and Lowell	600,000	.....	.....	600,000	654,603	14.57	97.896	150,770	8,413	257 079	179,588	77,491	48,000	8
New Bedford and Taunton	500,000	.....	18,600	518,600	549 072	14.64	84,844	48,599	3,412	137.579	107,376	30,203	25,000	8
Newburyport	220,240	221,600	209,530	651,370	596,208	26.98	10,419	6,159	85	16,663	14,027	2,636	.....	....
New London, Willimantic & Palmer	510,900	1,052.100	.....	1,563,000	1,573,569	66.00	60,102	61,688	10,056	131,846	131,749	97	.....	....
New York and Boston	279,818	197,513	111,691	589,022	370,965	8.60	11,752	3,539	6,600	21,891	17,784	4,107	.....	....
Norfolk County (Trustees)	.....	(No statement given.)		.....	.....	26.00	37,560	27,055	5,170	69,785	42,266	27,519	.....	....
†Norwich and Worcester	2,122,500	630,600	25,986	2,779,086	2,613,694	66.40	121,814	222,516	14,032	358,362	231,636	116,726	.....	....
Old Colony and Fall River	3,015,000	107,000	76,500	3,198,500	3,362,949	87.25	401,511	226,472	27,447	655,430	340,148	315,282	180,906	6
‡Peterboro' and Shirley	264,300	.....	.....	264,300	265,327	14.07	.....	.....	.....	13,336	861	12,475	.....	....
Pittsfield and North Adams	450,300	.....	.....	450,300	443,678	18.65	21,768	24,827	2,575	49,170	21,401	27,769	27,000	6
Providence, Warren and Bristol	437,917	8,500	.....	446,417	448,167	13.60	21,736	6,377	1,422	29,535	19,477	10,058	.....	....
Providence and Worcester	1,560,200	200,000	.....	1,760,200	1,697,036	43.41	150,419	229,690	13,479	393,588	195,815	197,773	124,816	8
Rockport	12,280	.....	.....	12,280	8,164	.....	.....	.....	.....	.....	.....	.....	.....	....
Salem and Lowell	243,305	226,900	341	570,546	449,530	16.88	.....	.....	.....	17,509	264	17,245	2,433	1
South Reading Branch	209,533	.....	.....	209,533	299,468	8.15	15,220	2,487	451	18,158	20,898	.....	.....	....
South Shore	259,685	150,000	2,391	412,076	501,593	11.50	52,564	5,907	1,563	60,034	42,659	17,375	.....	....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	.....	.....	.....	31,409	.....	31,409	31,409	7
Stony Brook	267,300	.....	.....	267,300	267,383	13.16	.....	.....	.....	17,700	311	17,389	17 374	6½
Stoughton Branch	85,400	.....	.....	85,400	99,653	4.04	20,388	13,585	817	34,740	25,444	9,296	6 832	8
Taunton Branch	250,000	.....	.....	250,000	313,156	11.78	81,649	73,162	1,428	156,239	128,196	28,043	20,000	8
Troy and Greenfield	914,587	379,284	30,067	1,323,938	1,040,238	6.00	.....	.....	.....	8,000	.....	8,000	.....	....
Vermont and Massachusetts	2,214,225	1,003,925	.....	3,218,150	3,268.415	77.00	68,777	132,358	53,691	254,826	136,090	118,736	.....	....
†Western	5,150,000	6,269,520	.....	11,419,520	11,029,079	173.65	690,992	101,119	89,240	1,881,351	993,097	888,254	412,000	8
West Stockbridge	39,600	.....	.....	39,600	39.600	2.75	.....	.....	.....	1,854	21	1,833	1,782	4½
Worcester and Nashua	1,141,000	150,000	976	1,291,976	1,328,898	45.69	98,868	125,840	7,759	232,467	135,958	69,509	68,499	6

* Double track railroad.
† A large portion double track railroad.
‡ The Peterboro' and Shirley railroad was sold to the Fitchburg Company in March, 1860, for $132,663.

New Brunswick and Canada Railway.

The hall-yearly meeting was held at the offices, Whitehall, London, July 30. Mr. F. Edwards in the chair. The report stated that the directors had transmitted to New Brunswick since their last report £18,700. This sum had enabled Mr. Osburn to pay off the judgment debts, besides meeting other urgent necessities. The old debts remaining unpaid in the province had been reduced to about £2,000. In addition to the cash remitted, acceptances at various dates from three to twelve months had been given for sums amounting in the aggregate to £13,428, which would have to be provided for. The whole of the permanent way had been shipped. The debt of the company on this account amounted to about £29,500, which must be met in the beginning of next year. The disturbances in the United States, and other causes, had considerably affected the money market of the Province, and deprived the contractors, to a great extent, of the assistance they had relied upon receiving from the local banks, and this had hitherto retarded their progress. But the directors had made such financial arrangements as would ensure the opening of the railway to Woodstock during the present year. A short act was passed last session, making absolute and irrevocable all the grants of land hitherto made to the company, and extending the time for the completion of the railway to October, 1862. The land agent of the company, Mr. Jack, stated in his report that the value for lumbering purposes of the land granted and to be granted to the company was about £75,000. The directors concluded by stating that the shareholders had not provided one-half the sum fixed by the committee of consultation as their quota, exclusive of the sum the board would have to find, and if the necessary amount were not provided before the end of the year, the property of the company must go into the hands of the bondholders. The Chairman said the directors had made such arrangements as would enable the contractors to complete the line from St. Andrew's to Woodstock in the present year. The short act of last session had completely disposed of the vexed question with regard to the company's lands, and had given them an absolute and indefeasible title to them. It was of the utmost importance that the shareholders should provide their full proportion of the funds to meet the liabilities of the company. The directors were prepared to provide among themselves their full proportion, as promised, amounting to £15,000, towards paying the liabilities of the company. After some observations from Mr. Field, Mr. Maude, and M. Conybeare, the report was adopted, it being agreed to hold the future ordinary meetings in the months of February and August in each year. The meeting was then made special to consider the propriety of confirming the resolutions passed 29th June, altering certain articles of association, so as to enable the directors to let or sell land granted to the company for the purpose of completing the railway. The Chairman having proposed a formal resolution confirming the resolutions passed at the special meeting of the company on the 29th ult., Mr. Conybeare moved as an amendment that the resolution be not confirmed, which was negatived and the original motion adopted.

The capital account of this company shows that £271,569 had been received to the 30th of June last, including £23,273 on temporary loan, and £307,989 expended, leaving a balance against the company of £36,420. The official balance sheet shows a total on both sides of £477,042. The capital, including £50,000 subscription from the Government, appears on the debit side to be £350,000; the debts and liabilities, £126,237; and land account, £805. The credit side shows £393,954 for the railway, works, and stations; £26,035 for plant and stock; £1,958 bills receivable; £1,196 arrears on calls, considered good; £10,690 arrears on calls, considered doubtful; and £26,766 arrears on calls, considered bad. The unissued shares represent £5,020, and the cash and securities £11,423, making together £477,042. The assets include 70,000 acres of land, the value of which has not been ascertained. At the special meeting to be held on the 30th instant, it is proposed to confirm the alteration in the articles of association, so as to enable the Directors to dispose of certain lands and other property for the completion of the railway throughout from St. Andrew's to Woodstock.

Italy--New Lines and Concessions.

The labors of the new Italian Parliament have not been altogether of a merely political character. Material improvements in the country, not overlooking communication by railway, it will be seen by the subjoined communication, have not been thought unworthy of the statesmen of the new kingdom:

"The contracts that have been negotiated, and which the Legislature has approved, extend from the northern to the southernmost regions of Italy. From the Maritime Alps of Piedmont and Liguria, which will be tunneled for the line decided upon, between the port of Savona and Turin, the system already stipulated for and decreed reaches down to those Neapolitan transverse lines conceded to M. Talabot and his partners, connecting the Tyrrhene shore with the Adriatic, and the Gulf of Salerno with Bari and Taranto on the opposite side. Below these lie the Calabrian and Sicilian projects, included in the agreement that Garibaldi made with Adami and Lemmi for all the railways of the Two Sicilies. The general design that prevails throughout these undertakings is to supply a continues series of roadways along that inevitable direct channel of commerce between Western Europe and Asia, from Mont Cenis, when it is opened by the tunnel, through Piedmont, the Æmilian provinces, and the straight coast line of the Marches and of the old Neapolitan territories, as far perhaps as Brindisi, which looks right into the Levant. But the railways of this series, already carried on to Forli in the heart of Romagna, will altogether pass through the most fertile and thriving parts of Italy. To say nothing of Parma, Modena and Bologna, which already enjoy the advantage of being within a few hours of Genoa by railway, to their immense gain within the last two or three years, that long strip of level which is enclosed with varying width between the Apennines and the Adriatic comprises, in the provinces of Macerata, Fermo, and Ascoli, the Capitanata and Bari, some of the richest lands in Europe, with several manufacturing towns, many excellent harbors, and a brisk, intelligent, well-disposed population.

"The longitudinal series of Italian railways, extending 500 or 600 miles tolerably straight from the north-west Alpine corner above Turin, to the south-east promontory almost within sight of the Ionian Isles, has an amount of commercial and economical importance which can scarcely be rated too high. The cross lines, which will traverse the breadth of Italy, have greater political importance. The Apennines have too long been a wall of partition between the inhabitants of neighboring plains and valleys, who belong to the same great nation. It is to overcome these natural divisions that railways have been planned to go from Bologna to Pistoja, from Florence by Arezzo and Perugia to Ancona, from the Marches through the Abruzzi to Naples, from Salerno on the western to the Gulf of Manfredonia on the eastern shore—piercing the Apennine range in half a dozen places, binding up Central and Southern Italy in one. Such is an outline of the railway system provided for by the votes of Parliament, and the chief part of it already contracted for, on terms which might, perhaps, be called extravagantly liberal, if it were not for the great political benefits to be expected, beyond all ordinary calculations of paying more or less per cent. Five years of independence, even though they be not years of peace, will remove all the material as well as the moral barriers to a perfect fusion of interests in Italy, and at the same time will establish the Indian overland route for conveyance of mails and passengers, to the saving of three days at least compared either with Trieste or Marseilles.

"The Roman company, represented by Messrs. Salamanca and Delahante, have engaged to open the line from Bologna Forli on 1st September, and complete it to Ancona, subject to heavy forfeitures for not doing so, by the end of this year. In consideration of this, a branch of 30 or 40 miles, from near Imola or Faenza to the port of Ravenna, has been granted to them on favorable terms. Under the previous contract, made five years ago by the Papal Government with Mires, there would have been no railway to Ancona earlier than 1866, ten years being allowed him for that work. Then comes, following the coast line southwards, the proposed railway from Ancona to the Neapolitan boundary at Tronto, undertaken by Messrs. Wander Elst, brothers, of Belgium, jointly with M. Sacerdote, and to be finished under penalties, within 18 months. The Leghorn company, owning most of the existing Tuscan lines, have undertaken to make a line from Florence by way of Arezzo and Perugia, to join the projected transverse from Rome to Ancona, thus bringing the heart and middle of Italy—the Arno and Tiber valleys—into communication with either sea. This will be completed about the same time as the line to Ancona. The lines conceded to Messrs. Talabot, Blount, Brassey, and others, are designed to connect Naples with the Adriatic at several points, northwards to the Tronto, eastwards to the rich plains of Apulia and the finest maritime positions of Mediterranean intercourse. These works are concurrent with various measures passed this session for improvement harbors, the better regulation of quarantine, the simplifying of customs tariffs, the reduction of port dues and tolls, the instruction of seamen, and other encouragements, not only to the Italian shipping interest, but to the free navigation of all the Italian waters by foreign vessels, with as much convenience as they can visit the British Isles, of which more will be heard shortly.

"Other provinces have not been quite neglected. Besides the second line from Turin to the Gulf of Genoa, there is one of great strategical value in Lombardy, from Brescia to Pavia by Pizzighettone; there is a short piece to give Milan more direct access to Genoa, and another by Massa or Carrara to join Tuscany with the littoral road ending at the naval arsenal of Spezia."

Railroad Earnings.

The receipts of the Grand Trunk Railway of Canada for the week ending August 17th, 1861,

were	$49,571 96
Corresponding week, 1860	52,395 14
Increase	$2,823 18
Tot. traffic from July 1, 1861, to date	$412,176 18
Corresponding period, 1860	375,109 27
Increase	$37,067 91

Important Patent Decisions.

Two suits in Equity were tried at the United States Circuit Court at Hartford, last September before Judges Nelson and Shipman, in which questions were involved of great interest to makers and users of steam engines. The decision has recently been rendered in each case sustaining the patents under which one suit was brought, and arriving at a reverse result with the other. Both suits were for alleged infringements of recently re issued patents for "cut-off" mechanism. The point of each will be found in the following.

Geo. H. Corliss vs. the Wheeler and Wilson Manufacturing Co.

The defendants were using a steam engine constructed in accordance with the patent of Noble T. Greene, 1855. The plaintiff claimed that this machine infringed four separate patents issued to him for his inventions. Judge Nelson says:

"1. The patent issued to Corliss dated 12th July, 1859, numbered 763, and which is a re-issue, in part of the original patent, dated 10th March, 1849, claims as follows:

'The method substantially as described, of regulating the velocity of steam engines, by combining a regulator with a liberating valve gear.'

We are of opinion the claim covers, not only the specific arrangement and combination described in the specifications, but any arrangement and combination for the purposes mentioned which embody the ideas, principle, and mode of operation of the patentee; and that, within this interpretation of the claim, in connection with the specification, the defendant's machine complained of, infringes the complainant's patent. We are also of opinion that the arrangement and combination were new and patentable.

2. The patent issued to Corliss dated 12th July, 1859, numbered 759, and which is also a re-issue, in part, of the original patent of 10th March, 1849, claims as follows:

'The combination of liberating valve gear with valves which are moved parallel to their seats, and continue their closing motion after their ports are closed, and commence their opening motion before their ports open.'

Another patent issued to Corliss, dated same time, numbered 760, and which was also a re issue, in part, of the patent of 10th March aforesaid, claims as follows:

'The combination, substantially as described, of an air cushion with the liberating valve gear of steam engines."

We are of opinion that both the above improvements are new and patentable, and that the defendant's machine infringes the patents.

3. The patent issued to Corliss 26th July, 1859, numbered 780, and which is a re-issue of the original patent of July 29, 1851, claims as follows:

'(1.) Combining with the rocking levers or their equivalents, for operating the valves, the shoulders on the spring bars or their equivalents, substantially as described and for the purpose specified. (2.) And I also claim, in combination with the shoulders on the spring bars that operate the rocking levers, substantially as described, the employment of the gauge bars or an equivalent therefor, to regulate the periods of closing the valves, whether the said gauge bars be regulated by a governor or by other means as set forth.'

We are of opinion the above improvement is new and patentable, and that the defendant's machine infringes the patent."

Frederick E. Sickles vs. the Falls Company.

Defendants were using an engine made by the Corliss Steam Engine Co., who defended the case. Judge Nelson in giving judgment for defendant says:

"This is a patent to F. E. Sickles, dated Sept. 19, 1845, extended for seven years from Sept. 19. 1859, and re-issued February 21, 1860, and is for an improvement in steam engines. The patentee, after describing the nature of his improvement, and the machinery for effecting it, claims as follows:

'Imparting a co-existing movement to two reciprocating catch pieces in the operation of the trip cut-off valves.'

The claim, in terms, is for an effect, or function, and therefore not patentable. But without placing the case upon this strict ground, the unanswerable objection to the plaintiff's recovery is, that the improvement is substantially described, and claimed in a patent to him dated 19th Oct., 1844. This is a bar to the subsequent patent.

Another difficulty in the case. The patentee admits he invented the improvement early in 1844. It was not embodied in the original patent of 1845, the one in question, nor noticed therein, until the re-issue February 21, 1860, more than fourteen years after the invention.

We think the defendant entitled to the judgment."

(Signed.) S. NELSON.

East Brandywine and Waynesburg R. R.

The East Brandywine and Waynesburg Railroad, extending from Downingtown, Chester county, 33 miles west of Philadelphia, to Waynesburg in the same county, a distance of 17½ miles, was opened on the 15th instant. It was built under a charter granted by the Legislature in 1860, authorizing a railroad to be built to connect Wilmington, Delaware, via the valley of the Brandywine with Waynesburg, with the right to extend it to intersect the Reading and Columbia Railroad or the Lebanon Valley Railroad; also the right to connect with the Pennsylvania Railroad.

In the same act the Pennsylvania Railroad was authorized to aid the said East Brandywine and Waynesburg Railroad Company, either by subscription to its stock or the endorsement of its bonds, and to lease and operate the road upon such terms as may be agreed upon between the companies.

The surveys for that portion of the road just completed were made by O. W. Barnes, Esq., (well known as a civil engineer and railroad man,) in 1859, and work was commenced in Aug., 1860. The estimated cost was $207,000, exclusive of right of way and station-houses. It has been completed for this estimate by means derived from stock subscriptions to the amount of $95,000, and an issue of $140,000 first mortgage bonds, which were indorsed by the Pennsylvania Railroad Company, with an agreement to receive them at par in payment of charges for transportation on passengers and freight going to and coming from the said East Brandywine and Waynesburg Railroad over any part of the Pennsylvania Railroad. These bonds were disposed of so as to net the sum of $112,000, which, with the $95,000 of stock subscription, makes up the sum of $207,000 above stated.

The line of the road follows the windings of the Brandywine with easy grades and curvatures, such as are used on the main line of the Pennsylvania Railroad.

The track is laid with a substantial 45 lb. T rail, made by Maltby & Case, of Columbia, Pa. There are two Howe-Truss bridges over the stream, one of 65 ft. and the other of 100 ft. span.

The country traversed by the road is thickly settled by an enterprising and prosperous people, and several iron forges, mills, and manufacturing establishments are located aloug the stream.

There are inexhaustable beds of very rich iron ore at the upper part of the line, which will be shipped by this road, and the Chester Valley road, to the furnaces on the Schuylkill, and by the Pennsylvania Railroad to various points west of Downingtown.

The road has being doing a good business since the opening. The cost of the road having been so moderate, only $11,800 per mile, it will, in all probability, pay satisfactory dividends.

Two trains per day are now being run up and down the road, the cars and engines being furnished by the Pennsylvania Railroad Co., to whom the road is to be leased for a term of years.—*U. S. Railroad and Mining Register.*

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, ILY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER.

PROSSER'S PATENT
LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
AND
ENGINEERS' TOOLS.

Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.

KRUPP'S BEST CAST STEEL.

PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.

PATENT LAP-WELDED STEEL TUBES.

THOMAS PROSSER & SON,
28 Platt St., New York.

NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, Aug. 8, 1861.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three Per Cent. on the Capital Stock thereof, payable on the Twentieth day of August instant, upon Stock registered at New York, Boston, or Albany, and on the Twentieth day of September next, upon Stock registered at London. Stockholders whose Stock is registered at New York will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose Stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose Stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The Transfer Books which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Friday, the Twenty-third day of August instant. JOHN V. L. PRUYN,

33 Treasurer *pro tem.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860, tf

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
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American Railroad Journal.

New York, Saturday, September 7, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Erie Railway.

We give below an abstract of the operations of this road from the opening of the first section to the present time. No general statement was published in 1860; nor since the organization of the new company. Its capital account will be substantially as follows: mortgage bonds, $20,000,000; preferred shares, $8,000,000; ordinary shares, $11,000,000. Unsecured bonds to the amount of $90,000, and shares to the amount of $300,000 have not been presented for exchange, and are barred, unless the Legislature, by a new act, interposes in favor of their holders.

The earnings of the road for the first ten months of the present fiscal year, compared with a similar period for 1860, have been as follows:

	1860-'61.	1859-'60.
October	$587,242	$473,774
November	561,448	499,426
December	412,722	409,131
January	407,949	336,390
February	391,100	303,279
March	454,237	426,470
April	544,511	462,815
May	507,480	419,991
June	429,757	401,560
July	377,907	371,256

The following is an abstract of general balance sheet for several years:

	1856.	1856.	1857.	1858.	1859.
Debts.					
Capital stock	$10,023,059	$10,000,000	$11,000,000	$11,000,000	$11,000,000
Funded debt	24,891,000	24,891,000	24,891,000	26,438,017	28,260,000
Bills payable	1,051,540	991,067	1,992,482	732,258	313,708
Accounts payable	573,814	584,452	724,609	905,812	1,927,597
Profit and loss	808,482	1,786,249	483,316	———	———
Totals	$37,348,895	$38,252,768	$39,091,469	$39,079,087	$38,401,300
Credits.					
Construction	$33,742,317	$34,369,979	$34,469,323	$34,494,276	$35,320,907
Union Railroad	425,937		Transferred to Construction.		
Cash items	180,768	300,856	21,468	44,717	39,716
Materials	504,655	502,541	547,856	486,677	446,632
Fuel	497,115	738,463	572,372	317,921	275,510
Other assets	491,428	364,565	372,773	324,360	227,502
Bills receivable	413,585	470,549	390,283	185,417	277,600
Dis. on b'ds, 1870	721,615	766,000	607,896	592,615	* ———
Sinking fund	422,000	784,000	1,396,000	1,462,000	† ———
Long Dock	———	———	———	973,083	1,105,858
Profit and loss	———	———	744,043	198,620	708,907
Totals	$37,343,795	$38,252,768	$39,091,496	$39,079,087	$38,401,300

* Transferred to Construction. † Deducted from Funded Debt.

The following is a statement of Cost, Earnings, and Dividends from the opening of the road:

Years.	Cost of Road, etc.	Miles of Road.	Gross Earnings.	Net Earnings.	Amt. of Dividends.	Per cent.
1842....	$1,967,061	46	$78,525	$31,732	*nil.*	*nil.*
1843....	2,084,408	53	95,735	43,215	"	"
1844....	2,084,408	53	126,020	59,075	"	"
1845....	2,084,408	53	126,345	56,128	"	"
1846....	2,561,018	62	185,516	62,343	"	"
1847....	2,730,835	62	254,119	81,149	"	"
1848....	3,276,678	74	310,913	115,405	$133,437	6
1849....	16,430,868	263	810,143	301,217	291,585	6
1850....	20,323,581	337	1,139,559	515,611	339,855	6
1851....	24,028,858	465	2,359,870	1,082,190	346,859	6
1852....	27,551,205	465	3,537,766	1,666,599	416,434	6
1853....	31,222,834	498	4,318,962	1,800,181	262,660	24
1854....	33,439,432	498	5,359,968	1,963,581	700,605	7
1855....	33,742,317	498	5,468,993	2,627,118	*nil.*	*nil.*
1856....	33,938,254	498	6,348,990	2,712,152	"	"
1857....	34,053,680	493	4,742,606	1,457,259	1,000,000	"
1858....	34,058,632	498	5,151,616	1,096,575	*nil.*	*nil.*
1859....	35,320,907	498	4,482,149	1,273,141	"	"
1860....	35,320,907	498	5,180,321	1,827,405	"	"
Totals	$375,909,311	3,622	$51,098,106	$18,752,077	$3,481,405	

Shipment of Iron from England to India.

The activity which prevailed last year in various branches of the iron trade is to some extent explained by the immense shipments made of *materiel* to India, on account of the vast railway works now in progress. It appears from an official return that last year no less than 234,710 tons of materials were despatched to India, of the collective value of 2,140,703*l.*, being the largest consignment made in any one year since the works were commenced. The proportion of *materiel* taken by each company was as follows, omitting fractions:—East Indian, 56,448 tons, of the value of 580,387*l.*; Madras, 38,348 tons, of the value of 296,842*l.*; Great Indian Peninsula, 25,971 tons of the value of 236,365*l.*; Bombay, Baroda and Central India, 32,981 tons, of the value of 335,668*l.*; Scinde, 2,056 tons, of the value of 26,582*l.*; Punjab, 24,107 tons, of the value of 241,211*l.*; Indus Steam Flotilla, 1,240 tons, of the value of 17,215*l.*; Great Southern of India, 17,139 tons, of the value of 118,574*l.*; Calcutta and South Eastern, 6,088 tons, of the value of 74,174*l.*; Eastern Bengal, 30,333 tons, of the value of 213,686*l.*—*London Railway Times.*

Racine and Mississippi Railroad.

The extension of this road is being pushed on with the utmost vigor, most of the track being ready for the iron. Schooners laden with ties and iron for the track are unloading at the wharf every day.—*Racine Journal.*

Cleveland, Columbus and Cincinnati R. R.

This Company was incorporated under a charter granted by the Legislature of Ohio in 1846. The work of constructing the road was commenced in the summer of 1848, and the whole line between Cleveland and Columbus, (which had been completed and opened by sections) was formally opened to the public on the 18th February, 1851. The Delaware curves, connecting the main line with the Springfield, Mount Vernon and Pittsburg Railroad were constructed in 1853, and 29 miles of second track, viz.: 25 miles between Cleveland and Grafton, and 4 miles between Galion and Crestline in the following year. In 1855, the second track was completed northward to Greenwich 11 miles from Crestline and has since been laid between Greenwich and Grafton—making a total of second track now completed measuring about 80 miles, leaving only about 55 miles of track yet to be duplicated. The road has also about 20 miles of sidings and turnouts.

This great and prosperous road forms a part of the trunk line between Buffalo and Cincinnati

and has connections under contract with the Columbus and Xenia, the Little Miami, the Bellefontaine and Indiana, the Cleveland and Toledo, the Columbus, Piqua and Indiana, and the Cleveland, Painesville and Ashtabula railroad companies.

The "Columbus and Xenia" and the "Little Miami" railroads continue the line of this company from Columbus to Cincinnati, a distance of 120 miles. The existing contract between the two companies is dated 1st July, 1853, and provides for a thorough business, etc.

The "Cleveland, Painesville and Ashtabula" Railroad continues the line eastward from Cleveland to Erie. The first contract with this company went into effect on the first December, 1852, and provided for operating the two roads under one superintendent and with equipment owned conjointly—the running expenses to be defrayed out of the joint earnings and the net profits divided in the ratio of the length of the roads respectively. This arrangement was terminated on the 1st April, 1855, and in place thereof arrangements were made forming a connecting line of the two roads whereby the cars of either could pass over the road of the other company.

The "Cleveland and Toledo" Railroad leaves the line at Grafton and extends hence to Toledo. The contract with this company was made in July, 1856, and is to continue in force for 20 years. It secures the use in common by the two companies of the track between Grafton and Cleveland, the C. & T. Company to pay therefore $66,000 per annum and its equitable portion of all expenses for repairs of track, buildings, etc.

The "Bellefontaine and Indiana" Railroad leaves the line at Gallion and extends to Union City. Under the contract with this company a large amount of the bonds of the B. & Ind. Company were endorsed by the C. C. & C. Company, which during the year 1860 were taken up and exchanged for the 1st mortgage bonds of the C. C. & C. Company.

A similar endorsement was also made on a large amount of the bonds of the "Columbus, Piqua and Indiana" Railroad which are now undergoing the same process of liquidation.

The company has also a contract with the "Springfield, Mt. Vernon and Pittsburg" Railroad Company.

For the details of the financial condition of the Cleveland, Columbus and Cincinnati Company on the 1st January, 1861, the reader is referred to the report inserted in the Railroad Journal No. 19, published on the 11th May last.

Share Capital—Authorized, $6,000,000.
Paid in, $4,746,200.

Funded Debt—$509,000: described as follows—

1st Mortgage 7 per cent. coupon bonds, $509,000—issued 1st July, 1860, and payable principal in yearly instalments of $25,000 after 1864, and coupons semi-annually 1st January and 1st July in the city of New York. These bonds of which $1,000,000 may be issued, were made for the purchase of the endorsed bonds of the Col., Piqua and Indiana and the Bellefontaine and Indiana bonds endorsed by the C. C. & C. Company.

Floating Debt—None.

Cost of Road and Equipment—$4,643,611. No detail.

Operations in Transportation Yearly.

The mileage of trains yearly:

	Pass'ger.	Freight.	Gravel,etc.	Total.		Pass'ger.	Freight.	Gravel,etc.	Total.
1851	95,495	47,747	14,000	157,242	1856	253,025	344,681	147,150	744,856
1852	163,211	108,808	77,510	349,529	1857	243,812	335,838	99,107	678,757
1853	264,692	201,269	78,156	544,117	1858	238,859	300,551	108,436	647,846
1854	311,275	285,009	116,194	712,478	1859	234,218	279,846	107,189	621,253
1855	298,590	304,138	103,573	706,301	1860	233,514	301,009	120,639	655,162
1st 5 y'rs.	1,133,263	946,971	389,433	2,469,667	2d 5 y'rs.	1,203,428	1,561,925	582,521	3,347,874
Average..	226,653	189,394	77,886	493,933	Average..	240,686	312,585	116,504	669,575

The number of passengers transported yearly:

	Passengers— Local.	Through.	Total.	Passengers carried 1 m.		Passengers— Local.	Through.	Total.	Passengers carried 1 m.
1851	56,201	46,165	102,366	8,043,315	1856	249,176	58,865	308,041	17,363,695
1852	154,113	63,256	217,369	15,244,610	1857	175,278	57,729	233,007	15,831,915
1853	368,294	81,301	449,595	23,792,512	1858	146,791	51,589	198,380	13,520,198
1854	333,847	79,717	413,564	22,647,111	1859	143,767	52,141	195,908	13,250,905
1855	407,126	65,143	472,269	21,881,163	1860	139,605	53,675	193,280	13,250,905
1st 5 y'rs.	1,319,481	335,582	1,665,163	91,608,711	2d 5 y'rs	854,617	273,999	1,128,616	73,217,618
Average.	263,916	67,116	331,032	18,321,742	Average	170,923	54,750	225,723	14,643,524

—and for the six years ending with 1860 in detail as follows—

	Local Passengers— To & from Stations.	To other Roads.	From other Roads.	Total Number.	Through Passengers— Betw'n Termini.	To other Roads.	From other Roads.	Total Number.	Total Local & Through.
1855	146,438	42,532	218,156	407,126	11,089	8,243	45,811	65,143	472,269
1856	120,471	18,527	110,178	249,176	8,834	7,983	42,048	58,865	308,041
1857	113,426	8,507	53 345	175,278	8,864	8,736	40,129	57,729	233,007
1858	102,769	6,215	37,807	146,791	6,984	7,273	37,332	51,589	198,370
1856	103,549	6,148	34,079	143,767	7,232	8,330	36,579	52,141	195,908
1860	101,151	5,459	32,995	139,605	6,836	7,575	39,264	53,675	193,280
6 years	687,804	87,388	486,551	1,261,743	49,839	48,140	241,163	339,142	1,600,875
Average	114,634	14,564	81,092	210,290	8,306	8,023	40,194	56,523	266,810

The quantity of freight transported yearly:

	Tons of Freight.	Tons carried 1 m		Tons of Freight.	Tons carried 1 m.
1851	51,117	5,118,219	1856	347,009	32,338,877
1852	97,711	10,013,508	1857	255,648	25,448,864
1853	179,171	15,171,918	1858	296,025	26,538,642
1854	283,178	21,838,980	1859	286,210	27,956,535
1855	305,562	26,484,317	1860	296 835	28,072,439
1st 5 years	916,739	78,626,942	2d 5 years	1,481,727	140,355,357
Average	183,348	15,725,388	Average	296,345	28,071,071

—and the following exhibits the traffic of the principal stations—

Tons forwarded. 1860.	1859.	1858.	1857.	1856.	Stations.	Tons received. 1856.	1857.	1858.	1859.	1860.
98,036	88,516	65,331	69,696	65,207	Cleveland	219,652	161,855	195,929	158,272	150,786
7,713	6,965	5,977	8,986	5,825	Berea	725	594	408	454	480
1,715	2,126	1,944	2,928	17,567	Grafton	21,592	823	804	836	820
8,219	9,320	13,463	8,418	8,133	Shelby	2,734	2,264	2,235	2,839	3,192
27,655	17,129	24,889	12,998	18,024	Crestline	14,464	8,577	13,166	17,723	18,813
37,834	41,494	50,848	36,248	48,507	Galion	13,837	16,547	17,509	20,828	23,067
13,770	10,916	10,570	10,817	10,406	Delaware	6,598	5,823	8,025	9,426	14,531
78,489	87,765	96,661	72,682	123,068	Columbus	59,498	50,893	48,872	64,184	74,060
23,404	21,979	26,342	32,875	50,272	19 others	7,909	8,272	9,077	11,648	11,086
296,835	286,210	296,025	255,648	347,009	Total	347,009	255,648	296,025	286,210	296,835

Income Account for the Years 1852–1860 inclusive.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Passengers	$443,013	$583,976	$539,212	$501,257	$398,359	$371,575	$343,732	$348,557	$354,581
Freight	294,786	457,883	623,971	730,966	827,312	636,216	638,461	551,944	596,906
Express	39,994	53,650	57,540	55,333	22,404	20,155	14,072	13,748	16,452
Mails					33,180	29,100	29,100	29,100	29,100
Rents of track, etc.		4,681	2,841	2,740	40,270	78,023	76,608	75,529	76,383
Int'st on deposits, etc.					8,230	14,672	7,390	4,220	5,711
Other sources							4,276	13,843	6,666
Tot. earnings.	777,793	1,100,190	1,223,564	1,290,296	1,329,755	1,149,741	1,113,639	1,036,642	1,085,799
Operat'g exp.	294,339	546,123	627,542	537,622	599,978	603,328	519,344	485,745	483,520
Taxes		31,410	23,911	20,337	19,846	19,626	10,879	22,000	21,658
Interest and Exchange.	72,650	8,243		280	9,126	11,747	8,251	5,255	2,224
Dividends	133,786	451,680	455,402	409,061	521,389	474,610	474,610	474,610	474,620
Total expens.	$500,775	1,032,456	1,106,855	967,300	1,150,349	1,109,611	1,013,090	987,610	982,022
Surpl.earn'gs.	277,918	67,734	116,709	322,996	179,206	40,130	100,549	49,332	103,777

OPERATING EXPENSES IN DETAIL 1852–60 INCLUSIVE.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Transportation	$82,836	$155,539	$181,932	$201,668	$228,006	$216,363	$194,332	$202,134	$204,086
Gen. expenses,	25,900	38,299	20,072	25,716	21,084	21,317	18,134	19,931	22,145
Repairs track,	64,316	158,225	177,477	77,205	95,624	138,857	126,854	84,284	84,352
Do. engines .	40,190	68,897	64,196	70,741	69,699	66,382	48,452	47,712	47,135
Do. cars	21,592	44,772	48,245	44,410	57,466	48,412	49,595	40,673	41,683
Do. buildings, bridges, etc.	596	.....	15,383	13,259	21,082	11,978	12,714	27,904	16,230
Fuel	36,576	41,388	54,879	57,029	68,579	66,166	44,998	41,756	48,035
Oil and waste .	15,255	20,057	22,448	15,065	13,272	13,296	11,146	9,864	8,096
Printing & stationery	2,750	5,852	4,014	5,453	3,737	3,308	.....	.....	.....
Gratuities	.....	.....	.....	.....	.....	.....	.....	5,416	4,394
Loss & damage	4,328	13,094	29,896	26,076	31,429	17,249	13,119	6,080	5,272
Telegraph	.....	.....	.....	.....	.....	.....	.....	.....	2,092
Total..	$294,339	$546,123	$627,542	$527,622	$599,978	$603,328	$519,344	$485,745	$483,520

ABSTRACT OF BALANCE SHEET, 1st JANUARY, YEARLY.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
	$	$	$	$	$	$	$	$	$
Construct'n.	2,974,316	3,287,436	3,964,867	3,994,298	4,049,678	4,069,627	4,087,571	4,000,000	4,029,200
Equipment .	452,581	545,913	597,795	619,425	681,949	682,692	684,955	600,000	614,411
St'ks & B'ds	148,400	256,760	402,500	242,373	144,750	65,699	33,130	32,330	488,333
Land	29,331	34,120	.....	12,000	13,589	.....	10,293	10,293	10,293
Loan to RRs	.....	113,500	.....	24,000	78,000	.....	24,000	24,000	24,000
Materials ..	.....	.....	31,027	44,928	92,666	117,479	110,068	102,067	112,672
Sundries ...	12,629	6,073	106,178	163,082	95,292	111,047	72,512	59,129	53,074
Bills rec'ble,	37,843	116,543	49,925	48,116	36,557	39,551	49,927	71,755	65,230
Cash on h'nd	.....	.....	190,076	288,593	298,567	248,752	270,820	259,597	367,910
	3,655,000	4,260,345	5,242,398	5,436,815	5,491,048	5,295,267	5,343,276	5,159,171	5,765,123
Capital	3,028,462	3,933,652	4,547,570	4,547,020	4,741,220	4,746,220	4,746,100	4,746,100	4,746,100
Mort. bonds	355,000	67,000	98,900	45,000	43,000	38,000	38,000	.....	509,000
Other bonds	53,200	8,000	.....	3,400	3,400	2,400	.....	.....	.....
F. Co. bonds	.....	50,000	50,000	50,000	50,000	50,000	.....	.....	.....
Bills pay'ble, etc.	8,232	8,600	35,477	137,708	14,514	8,263	8,241	713	4,201
Dividends ..	.....	293,093	.....	227,701	284,454	237,305	237,305	237,305	261,041
Surplus	210,106	293,093	510,451	425,986	354,460	213,079	313,628	175,053	244,681
	3,655,000	4,360,345	5,242,398	5,436,815	5,491,048	5,295,267	5,343,276	5,159,171	5,765,123

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Cost of Road and Equipments.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Operat'g Expenses.	Earn'gs less Exp'ses.	Dividends. Am't.	p.c.
1851	$3,008,016	135.39	$299,616	$150,284	$16,417	$466,317	$167,342	$298,975	$102,013	8
1852	3,426,897	135.39	443,013	294,786	39,994	777,793	294,339	473,454	133,786	7
1853 *...	3,833,349	141.16	583,976	457,883	58,331	1,100,190	577,533	522,657	451,680	13
1854	4,562,692	141.16	539,212	623,971	60,381	1,223,564	657,453	566,111	455,402	10
1855	4,613,723	141.16	501,257	730,966	58,073	1,290,296	557,959	732,337	409,061	9
1856	4,731,627	141.16	398,359	827,312	104,084	1,329,755	619,824	709,931	521,389	4
1857	4,752,319	141.16	371,575	636,216	141,950	1,149,741	623,254	526,487	474,610	10
1858	4,772,526	141.16	343,732	638,461	131,446	1,113,639	530,223	583,416	474,610	10
1859	4,600,000	141.16	348,557	551,944	136,441	1,036,942	507,745	529,197	474,610	10
1860	4,643,611	141.16	354,581	595,906	135,312	1,085,799	505,178	580,621	474,610	10

* 13 months.

The length of the road and branch line is as follows:

	Miles.
Cleveland to Columbus	135.39
Second track, 80 miles. Sidings, etc., 20 miles.	
Branch line: Delaware curves	5.77
Total length of road owned by the Co. ..	141.16

The equipment of the road consists of 22 locomotive engines, 31 passenger cars, 297 house freight cars, 93 stock cars, 74 platform cars;—total, 495 cars.

The office of the company is at Cleveland, Cuyahoga County, Ohio. The officers and directors are as follows:

President—LEANDER M. HUBBY, Cleveland, O.

Directors—John M. Woolsey, New Haven, Ct.; David Dows, New York City; Erastus S. Prosser, Buffalo, N. Y.; Hosea Williams, Delaware, O.; John Miller, Columbus, O.; Amasa Stone, Stillman Witt, Samuel Williamson, Martin B. Scott, Joseph Perkins, Cleveland, O.

Secretary—GEORGE H. RUSSELL, Cleveland, O.
Treasurer—T. P. HANDY, "
Chief Engineer—P. KIDDER. "
Superintendent—E. S. FLINT.

Toledo and Wabash Railroad.

The receipts for the past six days amount to 166,500 bushels wheat and 147,140 bushels corn. Allowing 350 bushels of the former and 400 bushels of the latter to each car, we have an aggregate of 305 cars of wheat and 363 cars of corn. In addition to this is the rolling freight, in which a fair business is done. Of flour, this road has brought in 6,450 barrels—reduced to wheat 32,250 bushels or ninety-two car loads. This added to the above receipts would make 397 cars of wheat; other grains received 1,765 bushels. The business of this road, we think, will compare favorably with that of any line in the West, and our readers will readily believe the statement that this is but the beginning of greater business. The facilities of the Wabash Railway at Toledo for the storage of grain are unsurpassed by any in the West, due attention having been paid to the rapidity in removing the grain from the cars to the elevators, and thence to the boats. In addition to the new one recently erected by King Brothers, we notice that piles have been driven upon which to build another grain elevator of about the same capacity of those now used, and this latter will be erected at an early day, so that our friends in the Wabash valley or anywhere at the West need have no fears but that this road will at all times have sufficient accommodations for the grain, shipped over the line. This railway had a hard struggle through the financial depression of 1857–58, but the energy of those engaged was equal to the task before them, and the managers felt confident of a triumph ultimately. That end is now being attained, and we refer to the business of the road with pleasnre as confirming the statement repeatedly made by us, that the Wabash Railway would become one of the most important and best paying roads in the country.—*Toledo Blade.*

Journal of Railroad Law.

LIABILITY OF CORPORATIONS UPON CONTRACTS MADE IN EXCESS OF THEIR POWEES. THE WANT OF AUTHORITY TO ENTER INTO A CONTRACT WILL NOT RELIEVE A COMPANY FROM OBLIGATIONS UNDER IT, WHEN ACTUALLY ENTERED INTO.

Corporations are fictitious persons, clothed with an identity and possessing particular powers and privileges conferred by the statute of the State under which they are organized. Their nature depends upon the purposes of their organization, yet in law their personality is the same. They are all alike incapable of doing a purely criminal act, although they may be compelled to pay damages for injuries occasioned by them while engaged in their legitimate business, or, in some instance, when going beyond their just powers, and innocent parties have thus been injured. The case of Bissell *vs.* the Michigan Southern and Northern Indiana Railroad Company recently decided by the court of last resort in the State of New York, illustrates this truth. The court holds that corporations like natural persons, have the power, *in fact* to do wrong. They may in their contracts and dealings break over the restraints imposed upon them by their charters; and, when they do so, their exemption from liability cannot be claimed on the mere ground that they have no attributes or faculties which render it possible for them thus to act. Therefore, where two corporations, chartered respectively by the States of Michigan and Indiana, with power to each to build and operate a railroad within its own State, have united in the business of transporting passengers over a third road in the State of Illinois, beyond the limits authorized by the charter of either, such corporations are jointly liable for injuries to passengers resulting from the negligence of their employees.

It appears that the Michigan Southern Railroad Company was chartered by the State of Michigan to build and operate a railroad through the southern part of Michigan; and the Northern Indiana Railroad Company was chartered by the State of Indiana to build and operate a railroad through the northern part of the State of Indiana. The Southern Michigan Railroad Company built the railroad through the State of Indiana; and also in conjunction with another company built the railroad from the northern part of the State of Indiana through a part of the State of Illinois to Chicago. Previous to the 25th of April 1853, the Southern Michigan Railroad Company formed a business connection under the name of the Michigan Southern and Northern Indiana Railroad Companies, and on or about the 25th of April,

1853, ran their cars carrying passengers and freight from Lake Erie to Chicago and the intermediate places, and from Chicago to Lake Erie and the intermediate places, through the States of Ohio, Michigan, Indiana and Illinois. The cars and other property connected with these roads were used by the Michigan Southern and the Northern Indiana companies jointly, and each shared in the profit and losses. The business of the companies was carried on and transacted under their joint name, and the companies were practically consolidated into one. On the 25th of April, 1853, and while the defendants were jointly operating these roads, the defendants took into a train of their cars near Chicago the plaintiff and his baggage, as a passenger to Toledo; the plaintiff paying the customary fare. While the plaintiff was on the defendants' cars, and while being conveyed eastward, in the State of Illinois, the defendants' cars were run carelessly, at a hazardous speed at the crossing of the Illinois Central Railroad, and the road occupied and run by the defendants; by this means the cars came in collision with a train running on the Illinois Central Railroad across the road owned and occupied by the defendants, and the car which the plaintiff occupied was broken to pieces, and the plaintiff injured in person and property.

The case was tried before referees who reported in the plaintiff's favor for $2,500, for which judgment was entered; and the judgment having been affirmed at general term in the sixth district, the defendants appealed to this court. It would be impossible for us to give the entire opinions of the judges, or of any one of them, on account of their length. We, therefore, give the portion, embodying the decision of the able and exceedingly interesting opinion of JUSTICE COMSTOCK.

COMSTOCK, J.—Assuming the truth of this statement there is no doubt of the plaintiff's right to recover. But the defendants deny the legal truth of these facts, because one of the companies was chartered by the Legislature of Michigan, with power to build a road in that State, and the other by the Legislature of Indiana, with the power to build one in that State. They both insist that they had no right or power under their respective charters to consolidate their business in the manner stated, and especially that they could not legally, either separately or jointly, acquire the possession and use of a connecting road in the State of Illinois, and undertake to carry passengers or freight over the same. They do not deny that their boards of directors and agents duly authorized to wield all the powers which the corporations themselves possessed, entered into the arrangements which have been mentioned; nor that in the execution of those arrangements, they made the contract with the plaintiff to carry him as a passenger; nor do they deny that they received the benefit of that contract in the customary fare which he paid. Their defence is simply and purely, that they transcended their own powers and violated their own organic laws. On this ground they insist that their business was not, in judgment of law consolidated; that they did not use and operate a road in Illinois; that they did not undertake to carry the plaintiff over it; and did not by their negligence cause the injury of which he complains; but that all these acts and proceedings were, in legal contemplation, the acts and proceedings of the natural persons who were actually engaged in promoting the same. * * * *

The doctrine has certainly been asserted on some occasions, that in all cases where the contracts and dealings of a corporation are claimed to be invalid for want of power to enter into the same, a comparison must be instituted between these contracts and dealings and the charter, and if the charter does not appear to embrace them, then that they must be adjudged void to all intents and purposes, and in all conceivable circumstances. The reasoning upon which this doctrine has been usually claimed to rest, denies, in effect, that corporations can, or ever do exceed their powers. They are said to be artificial beings, having certain faculties given to them by law, which faculties are limited to the precise purpose and objects of their creation, and can no more be exerted outside of those purposes and objects than the faculties of an actual person can be exerted in the performance of acts which are not within human power. In this view these artificial existences are cast in so perfect a mould that transgression and wrong become impossible. The acts and dealings of a corporation, done and transacted in its name and behalf by its board of directors, vested with all its powers, are, unless justified by its charter, according to this reasoning, the acts and dealings of the individuals engaged in them, and for which they alone are responsible. But such, I apprehend, is not the nature of these bodies. Like natural persons they can overleap the legal and moral restraints imposed upon them; in other words they are capable of doing wrong. To say that a corporation has no right to do unauthorized acts, is only to put forth a very plain truism: but to say that such bodies have no power or capacity to err is to impute to them an excellence which does not belong to any created existences with which we are acquainted. The distinction between power and right is no more to be lost sight of in respect to artificial than in respect to natural persons. * * * * *

But I have no hesitation in affirming the judgment of the Court below upon the principles of contract, and of duty resulting therefrom. That the entire course of business in which the defendants were engaged could not be justified by their charters, I am not prepared to deny. Each of them was chartered to build a railroad, the termini of which were specified. They built the roads and then consolidated their business. The common interest might thus be promoted; but it is difficult to affirm that the charter of either authorized its capital to be thus blended with that of the other. It is equally difficult to hold that they had any rightful authority to construct or lease another road in continuation of the line. But these things were actually done, and they were done openly and publicly. If these acts were an abuse of power, the shareholders had ample opportunity to prevent or arrest the abuse. But no complaint from them has ever been heard, and their acquiescence must be presumed. If State sovereignties were wronged by the course of dealing pursued, no interference or complaint has come from that quarter. Conceding, then, that the defendants might change the attitude in which they stood towards the public, and return at any time to the sphere of legitimate duty, they could not revoke past contracts, the consideration of which they had received, and upon the performance of which they had entered. They were bound to pay their servants and laborers, and they were liable for the careful transportation of freight committed to their charge. They could not invite a traveler into their cars, and, after injuring him by their negligence, reject the responsibilities of their contract. A traveler from New York to the Mississippi can hardly be required to furnish himself with the charters of all the railroads on his route, or to study a treatise on the law of corporations. The present case in short, plainly falls within the principles of corporate liability herein asserted, and the defendants must respond to that liability. The judgment should be affirmed.

The Cincinnati and Chicago Air Line via Indianapolis.

Leaving Indianapolis at 11 o'clock, the passenger for Chicago over the newly opened route gets aboard the train on the Peru and Indianapolis railroad and goes to Kokomo, some 55 miles, and changes cars—taking a train on the Cincinnati and Chicago Air Line for Chicago, distant from Kokomo 129 miles, making the distance by this route to Chicago from Indianapolis 182 miles. The Peru and Indianapolis Railroad forms an important connection with this new route to the Northwest, and by its connections at Indianapolis for Cincinnati and Louisville, offers to the traveling public one of the very best routes from the Southeast for the Northwest. The travel on this road is quite satisfactory.

It is much better than could be expected for this dull season of the year. The local patronage is as heavy perhaps, as that given any railroad centering at this city. The track is in a fair condition, the bridges safe, and the management unexceptional. Mr. Macy President of the road, announces his intention to fence the entire line. This will render the running of trains perfectly safe from the accidents caused by stock getting on the track. The expenditure required for fencing the track will be returned to the road in a short time in the decreased bills of repairs for cars and machinery.

As we have before remarked, the Peru and Indianapolis Railroad runs through the best timbered region of Indiana. The productions of the forest, going to or returning from the numerous saw mills on the line, afford the road a large local income. The lumber and saw log business of the road is immense—checked somewhat, however, by the stagnation of business throughout the country.

The Cincinnati and Chicago Air Line road is really a continuation of the Hamilton and Eaton Railroad—the Cincinnati, Hamilton and Dayton forming the line from Hamilton to Cincinnati. It crosses the Indiana Central at Richmond, the Bellefontaine at Anderson, the Peru and Indianapolis at Kokomo, the Wabash Valley at Logansport, the New Albany and Chicago at La Crosse, and connects by the use of the same track, with the Pittsburg, Fort Wayne and Chicago at Valparaiso. Kokomo is 153 miles from Cincinnati and 127 from Chicago. By way of Indinapolis, Cincinnati is 9 miles further from Kokomo than by way of Richmond, but the time is less and the route more attractive.

Leaving Kokomo on the Air Line Railroad, Logansport is reached is 23 miles. The country between these two points is very much like it was about Tipton and Kokomo some ten or twelve years ago, not much improved. It is heavily timbered, and capable of a development. Logansport now enjoys the advantage of three railroads running in five directions from the city: the Cincinnati and Chicago, the Wabash Valley, and the Logansport and Burlington—the later having its eastern terminus here.—*Indianapolis Journal.*

☞ The extension of the Androscoggin Railroad to Lewisburg will soon be completed.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,906	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,570	2,582,505	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	—
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	....	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	—
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,867	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
.. .. '59	26.5	3.9	....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	....	60½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	42
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	67½
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	64½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	....	—}	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—}				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '56	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	813,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	—
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	103,434	1,710,519	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	6,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	568,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	41¼
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	101½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	108
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	103¾
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	58
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	90¾
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	95¼
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,306	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111¾
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,690	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	42½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13¾
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,694,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	3,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	160,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.6	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,360	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	137,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,267	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,840,805	*	6,000,900	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	111
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,951	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	3,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	.....	.....	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,125	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,718	*	—	1,140,800	600,000	718	1,740,715	18.7	6 mo.	235,553	112,441	6½	.....
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	290,278	—	—	216,794	—	56,562	—	—	—	15,844	3,366	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	6	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		ope	r. by Re	ns. & S	arat.		
30 Sep. '60	38.3	—	44.0	—				Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	ope	r. by W	estern.		6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	548,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	
30 Sep. '60	24.7	0.9	23.4	5.6	—	158	—	Brooklyn City	926,356	335,870		1,000,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—				Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	
30 Sep. '60	17.4	—	2.1	—				Chemung	400,000			380,000	70,000		450,000	ope	r. by Er	ie.	24,000	6	
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope	r. by Er	ie.	30,000	6	
30 Sep. '60	17.3	—	3.0	—				Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121	—	33½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9½
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094		963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	24½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9		1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,246	—	
30 Sep. '60	99.0	—	—	—				Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.			
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080	—	
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748		75.4	79,240	80,611	37,436	—	
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	269,353	131,525	6	
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021			557,560	160,000	19,980		ope	r. by B.,	N. Y. &	E. 22,047	—	
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54	—	
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			ope	r. by Ren	s. & Sar.		5	
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113	—	
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800	—	
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,153	121,065		81.0	191,679	227,488	139,817	—	
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,306,326	168,437		605,911	806,500	247,155		112.0	280,643	312,066	160,237	—	
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073		274,400				ope	r. b. Hud	s. River.		6	
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601			30,000	680,000			ope	r. by oth	er Co's.		—	
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295			54,500	4,500	14,500							
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,946,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067	10	
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572	—	
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0				—	
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541	—	
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	61,300	2,934,500	171.9		469,458	219,688	—	
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0	—	192.6	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212		70,869	364,072					—	
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508	—	
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		597,633	71,356	—	
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,392	198.3	382,987	644,229	282,700	7	
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180	—	
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,084,692	574,275	12	95
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		919,971	493,956	—	29 ½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763	—	
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—				Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '60	144.0	—	—	—	—	—	—	Dayton and Michigan	5,241,748	65,147	4,800	2,108,380	2,513,400	394,667	5,672,797	144.0	144,606	211,149	111,054	—	
31 Aug. '60	36.6	—	—	—	6	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845	1,104,086	36.6		62,025	3,565	—	
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000	—	
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0		152,328	43,865	—	
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana													
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573	—	
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460	—	
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	73
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	874,198	45,452	—	
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0				—	
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,608,357	205.9		577,958	211,894	—	
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,385,200	132,068	2,588,876	125.0		185,934	34,167	—	
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100	—	
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.		—	
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000			—	
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0		861,722	373,772	—	
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	8.0	136.2	4	6	97	Alleghany Valley					378,455	62,624		45.0	61,634	94,342	45,161	—	
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	57½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*		3,350,000	53,500			146.0				—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*		756,900	270,500	48,358	1,296,568	52.5		182,673	116,822	8	
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	260.0		2,191,336	1,316,688	6	70
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3				—	
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,343	55.5		436,237	153,334	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267	—	
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413	—	
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600	—	
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*		1,966,350	1,500,000			45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.		—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,900	3,619,304	231,532	9,291,156	—		595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000			2,991,150	72.3		556,192	379,976	10	57
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	394,927		3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,399	—	5½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,063,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,982,701	2,296,402	—	37½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila. Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194	—	48
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,787,041	12,196,950	1,125,000	26,057,991	161.4		3,812,546	858,597	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy	—	120
31 Oct. '60	93.0	6.0	—	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*		5,000,000	2,800,000			200.5	45,677	1,236,597	471,712	6½	85½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars Engines.	Cars Passenger.	Cars Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
31 Dec. '60	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	16,401,108	*	91,100	6,266,367	9,010,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	—	----------	----------	----------	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e0,869	148.0	----------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	----
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	25,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Pine Ridge	2,126,539	----------	—	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	62	59	790		South Carolina	----------	----------	—	----------	2,643,833	----------	----------	—	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	—	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	—	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	—	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275.000	240,000	171,536	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '60	90.7	—	8.6	19.6	8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	----------	----------	90.7	122,200	187,646	64,619	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	3,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	76.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	15
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
1 Jan. '58	104.0	—	----	38.8	----	----	----	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	----------	218,964	31,045	—	----
— — '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	—	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	—	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	—	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	—	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	—	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	826,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	---
31 Dec. '60	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,709,232	60.0	----------	----------	----------	—	----
								NOVA SCOTIA.													
— — '60	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	—	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
— Dec '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----------	1,550,878	1,936,151	12	100½

New York Stock Exchange.

Sale Prices for the week ending Sept. 4, 1861.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	79½	....
U. S. 5s, 1874	78½	78½	78½	....	79½	79½
U. S. 5s, 1865	....	....	86	86	86	87
U. S. 6s, 1881	88	88½	88½	88	88½	88½
U. S. 6s, 1862	95½	....	....	....	....	....
U. S. 6s, 1867	....	87½	....	88	....	....
U. S. 6s, 1868	....	....	....	88	....	....
U. S. 6s, 1880	....	....	....	....	....	....
Treas. 12 p. c. notes	....	101	....	....	....	....
" 6 " 2 years	97½	97½	....	97½	98	98½
State Stocks:—						
California 7s	75½	76	75½	76	76	77
Georgia 6s	70	....	....	67	....	....
Illinois 6s	....	....	....	82	....	....
" Canal bonds	....	80½	....	80½	80½	....
" Coupon b's,'70	82½	....	....	....	82	....
" " " '79	84½	....	....	84	....	....
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	....	77	....	....	....	....
Louisiana 6s	53½	....	....	....	55	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	80½	....	....	....	80½
" 7s	....	....	....	....	....	86½
Minnesota 8s	....	65	....	....	....	....
Missouri 6s	41½	41½	41½	41½	42	43
Do. les. to H.& St.J.R.	47	46½	46	47	47	47½
New York 6s, 1874	....	....	102½	....	....	....
" 5s, 1874	....	....	....	....	....	....
North Carolina 6s	56½	62	62	61½	61½	61½
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	90	90	....	....	90	....
Tennessee 6s, 1890	43½	43½	43½	43½	43½	43½
Virginia 6s	54½	54½	54½	....	54	54½
Railroad Shares:—						
Chicago, Burl. and Q.	....	....	59½	59½	60	60½
Chicago and Rock Isl.	41½	41½	40½	41½	41½	42
Clev., Col. and Cin.	....	....	....	....	....	....
Clev., Painesv.& Asht.	....	....	....	....	....	....
Clev. and Pittsburg	7	....	....	....	7	....
Clev. and Toledo	29½	28½	28½	29½	29½	29½
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	65½	65½	66½	66½	66½	67½
Hudson River	33	33	32½	32½	33	33½
Illinois Central (scrip)	64½	64	64	64½	64½	....
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	42	41½	41½	41½	....	42½
M. S. and N. I. guar'd,	....	....	....	28½	29	29½
M. S. and N. I.	....	....	....	13½	13½	13½
Mil. and P. du Chien	....	....	....	....	....	15
New Jersey Central	....	....	....	....	....	112
New York Central	73½	73½	72½	73½	73½	73½
Erie	24½	24½	25	24½	....	24½
Erie pref.	....	....	....	....	....	....
Erie Assessment Scrip	....	....	70	....	....	....
N. York and Harlem	10½	10½	....	10½	10½	10½
N. Y. and H. "pref."	....	....	....	....	....	25
Panama	....	....	105½	106	....	106½
Phila. and Reading	35½	....	....	35	....	35½
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	68	....	....	....	....	....
Chic. and N.W. 1st M.	37	....	38	38	....	....
" " 2d M.	15	....	15	....	....	....
" " S. F..	81	....	....	....	....	....
Cl. & Tol. S.F. 7 p.c.'85	....	....	73	....	....	....
Chi., Bur. and Q. 8 p.c.	92½	92½	....	....	91½	....
Chi. and R. I. 1st M.'70	90	....	....	....	....	....
D.L.& W.1M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	97½	....	98	....	....	....
" 2M.8p.c.'75	95½	....	....	....	....	....
Hann. & St.J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1M.7p.c.'69	103	....	....	....	....	....
" 2M.7p.c.'60	....	....	....	....	....	....
" 3M.7p.c.'75	78	79	....	....	....	....
" sink. fund.	96	....	....	....	....	....
Illinois Centr.7 p.c.'75	90	90	....	....	91½	92½
" " 6p.c.'75	90	90	....	....	91½	92½
L. Erie & Wab. 1 M..	60½	....	61	....	....	....
" " 2 M..	26	....	....	....	....	....
Mich.Cen.S.F.8 p.c.'82	96½	....	....	....	....	97½
" conv.8p.c.'69	....	....	....	....	....	97½
Mich. Southern 1st M.	75	....	....	....	....	....
" " 2d M.	59	....	....	....	....	....
" " S. F..	75	....	74	74	....	....
M.S.& N.I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	75	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	102½	....
" " 2d M.	102½	....	....	....	....	....
N.Y. C. 6p.c. certif.'83..	92	....	92	....	....	....
" 1 M. 7 p.c.'64	100½	....	....	....	....	....
" bonds 1876	100½	101	....	101	101	....
N.Y.&E. 1 M. 7 p.c.'67	102½	....	....	....	....	....
" 2 M. 7 p.c.'79	100½	....	....	....	98½	....
" 3 M. 7 p.c.'83	85½	86½	....	....	....	....
" 4 M. 7 p.c.'80	....	....	....	....	....	....
" 5 M. 7 p.c.'83	....	....	....	....	....	....
" conv.7p.c.'62	....	....	....	....	....	....
" " 7p.c.'71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	95½	96	....	....	....	....
" 2 M. 7p.c.'64	90	....	90	....	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. Canal.	83	83	83	83½	84	....
Cumberland Coal Co.	....	....	....	....	....	....
Penn'a Coal Co.	76	76	....	....	....	....
Pacific Mail S. S. Co.	76½	76½	76½	76½	76½	77½

The following are the closing prices in the London Market on the 21st August:

United States 5s, 1874	71	to	73
Virginia 6s	47	"	49
Erie shares, ex assessment scrip	26¼	"	24½
Erie shares, 7 per cent. preference	43	"	44
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	77	"	79
Illinois Central 7s, 1875	82½	"	83½
Illinois Central $100 shares, $50 paid, dis.	39	"	38½
Illinois Central, all paid	59	"	60
Michigan Central 8s, Convertible, 1869 x.c.	79	"	81
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	86	"	88
New York and Erie, 3d mort.,'83, assented	75	"	77
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	97	"	99
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	82	"	84
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, September 7, 1861.

Share and Money Market.

The market the past week has been a buoyant one, with a decided advance in nearly the whole list. The capture of Fort Hatteras which is a very important military success, the growing strength and preparations of government, and the complete success of the government loan, have all had there effect in inspiring confidence. Business also begins to show signs of increasing, and an altogether better feeling prevails. The most marked advance in shares, is in Galena and Chicago, which has improved some 3 per cent., there has also been a decided recovery in Missouri 6s. All classes of United States securities are very strong with a very active demand and an upward tendency. Money is more active, but there is not yet much change in rates. Railroads continue to do a very heavy business in produce, but receipts from passengers and from general merchandise are still light.

The annexed statement gives the export of breadstuffs from the United States to Great Britain and Ireland, for the year ending 1st inst., comparing the aggregate with the totals of previous years:

	Flour. bbls.	Wheat. bush.	Corn. bush.
New York	1,765,267	20,392,751	8,801,137
New Orleans	183,071	88,151	1,784,012
Philadelphia	192,255	1,574,219	674,323
Baltimore	128,131	1,015,287	850,196
Boston	124,658	18,413	14,100
Other ports	160,844	2,369,998	15,451
Total, 1860 61.	2,558,226	25,458,819	12,139,260
Total, 1859 60.	726,633	2,119,524	2,268,555
Increase	1,831,593	20,330,295	9,852,714
Total year ending Sept. 1, 1861	2,558,226	25,458,819	12,139,269
" 1, 1860	726,633	5,119,524	2,286,555
" 1, 1859	102,032	468,788	320,681
" 1, 1858	1,300,906	6,758,639	3,372,444
" 1, 1857	863,179	7,567,001	4,793,134
" 1, 1856	1,665,552	7,939,955	7,063,821
" 1, 1855	170,329	317,713	6,843,242
" 1, 1854	1,824,920	5,918,317	6,215,936
" 1, 1853	1,613,060	5,543,460	1,517,087
" 1, 1852	1,444,640	2,712,120	1,576,749
" 1, 1851	1,581,762	1,523,908	2,368,860
" 1, 1850	463,460	463,015	4,873,446
" 1, 1849	1,118,316	1,091,385	12,729,626
" 1, 1848	183,538	251,622	4,581,367
" 1, 1847	3,150,689	4,015,184	17,298,744

TO THE CONTINENT.

New York	134,253	3,417,547	98,103
Other ports	7,876	34,949	3,042
Total, 1860 61.	142,120	3,452,496	101,145

	Flour. bbls.	Wheat. bush.	Corn. bush.	Rye. bush.
Tot. 1859-60.	49,243	178,631	19,358	.....
" 1858-59.	51,388	57,845	25,519	.....
" 1857-58.	203,100	390,428	16,848	13,100
" 1856-57.	483,344	2,875,653	563,590	216,162
" 1855-56.	748,408	2,610,079	282,083	1,975,178
" 1854-55.	7,763	4,972	308,428	35,569

Great Western, Ills., Railroad.

The earnings of this road for the year ending March 31, 1861, were:

From passengers		$209,484 72
" freight		239,725 97
" mails and express		26,415 24
" rent of cars, etc.		10,317 52
		$485,943 45
And the expenses were:		
Repairs of road	$71,699 61	
" bridges	2,151 12	
" engines	24,899 32	
" cars	20,220 49	
" buildings	8,304 78	
Fuel	37,113 48	
Oil and waste	5,100 93	
Taxes	12,618 90	
Pay of train hands	32,541 39	
Station expenses	26,727 85	
Salaries and general expenses	14,424 93	
All other expenses	48,611 69	
		304,414 49
Net earnings		$181,528 96
Expended for construction		18,693 83
Balance		$162,835 13

The ratio of operating expenses, including taxes, to earnings was 62.64 per cent.—exclusive of taxes, 60 per cent.

The increase in gross earnings over those of the previous year was $52,576 98

Decrease in expenses 5,882 57

Increase in net earnings $58,459 55

The outstanding bonds of the company are $1,041,000 ten per cents, and $1,350,000 seven per cents, making a total of $2,391,000. There is also due for unpaid interest 97,250, the payment of which, by agreement, has been postponed, on an average, for 5 years from Oct. 1, 1860. No general statement or income account is given.

Galena and Chicago Railroad Company.

This company, having first mortgage bonds to the amount of $262,000 falling due on the 1st of February next, propose to offer to the holders desiring to extend the same, new sheets of coupons covering a period of 20 years, the payment of the bonds to be extended for the same period. Responsible parties in this city offer to take the extended bonds at *par*, and pay off the old as they fall due. These, for some time past, have been selling very nearly at par, and the extended ones would probably command a higher price, so that the adjustment of the former will cause no embarrassment whatever to the company, nor divert any portion of earnings belonging to the dividend fund. To meet the extended bonds, the company have established a sinking fund, as well as for the second mortgage bonds, which will retire them at their maturity. The amount and operation

of this fund is set out in detail in the subjoined statement, taken from the weekly American Circular of Messrs. Samuel Hallett & Co., of 3rd inst.:

YEAR.	FIRST MORTGAGE. DEBT.	Sink. Fund Pay'ts. February.	Sink. Fund Pay'ts. August.	Coupon Pay'ts. Feb'y.	Coupon Pay'ts. August.
1862	$1,993,000	$——	$4,000	$69,755	$69,615
1863	1,989,000	4,000	4,000	69,475	69,335
1864	1,981,000	5,000	5,000	69,160	68,985
1865	1,971,000	8,000	8,000	68,705	68,425
1866	1,955,000	11,000	11,000	68,040	67,655
1867	1,933,000	14,000	14,000	67,165	66,675
1868	1,905,000	17,000	17,000	66,080	65,485
1869	1,871,000	20,000	20,000	64,785	64,085
1870	1,831,000	23,000	23,000	63,280	62,475
1871	1,785,000	26,000	26,000	61,565	60,655
1872	1,733,000	29,000	29,000	59,640	58,625
1873	1,675,000	32,000	32,000	57,505	56,385
1874	1,611,000	36,000	36,000	55,125	53,865
1875	1,539,000	68,000	68,000	51,485	49,105
1876	1,403,000	95,000	95,000	45,780	42,455
1877	1,213,000	98,000	98,000	39,025	35,595
1878	1,017,000	104,000	104,000	31,955	28,315
1879	809,000	110,000	110,000	24,465	20,615
1880	589,000	115,000	115,000	16,590	12,565
1881	359,000	121,000	121,000	8,330	4,095
1882	117,000	117,000		....	....
		$1,053,000	$940,000		

YEAR.	SECOND MORTGAGE. DEBT.	Sink. Fund. Pay't. May.	Sink. Fund. Pay't. Novem.	Coupon Pay'ts. May.	Coupon Pay'ts. Novem.
1862	$1,465,000	$54,000	$55,000	$49,385	$47,460
1863	1,356,000	54,000	55,000	45,570	43,645
1864	1,247,000	54,000	55,000	41,755	39,830
1865	1,138,000	54,000	55,000	37,940	36,015
1866	1,029,000	54,000	55,000	34,125	32,200
1867	920,000	54,000	55,000	30,310	28,385
1868	811,000	54,000	55,000	26,495	24,750
1869	702,000	54,000	55,000	22,680	20,755
1870	593,000	54,000	55,000	18,865	16,940
1871	484,000	54,000	55,000	15,050	13,125
1872	375,000	54,000	55,000	11,235	9,310
1873	266,000	54,000	55,000	7,420	5,495
1874	157,000	54,000	55,000	3,605	1,680
1875	48,000	48,000	....	....	....
1876	....	....	....	....	....
1877	....	....	....	....	....
1878	....	....	....	....	....
1879	....	....	....	....	....
1880	....	....	....	....	....
1881	....	....	....	....	....
1882	....	....	....	....	....
		$750,000	$715,000		

YEAR.	Total Annual Payments.	SEMI-ANNUAL PAYMENTS EACH YEAR. Feb.	May.	August.	Novem.
1862	$349,215	$69,755	$103,385	$73,615	$102,460
1863	345,025	73,475	99,570	73,335	98,645
1864	338,730	74,160	95,755	75,985	94,830
1865	336,085	76,705	91,940	76,425	91,015
1866	333,020	79,040	88,125	78,655	87,200
1867	329,535	81,165	84,310	80,675	83,385
1868	325,810	83,080	80,495	82,485	79,750
1869	321,305	84,785	76,680	84,085	75,755
1870	316,560	86,280	72,865	85,475	71,940
1871	311,395	87,565	69,050	86,655	68,125
1872	305,810	88,640	65,235	87,625	64,310
1873	299,805	89,505	61,420	88,385	60,495
1874	295,275	91,125	57,605	89,865	56,680
1875	284,590	119,485	48,000	117,105	....
1876	278,235	140,780	....	137,455	....
1877	270,620	137,025	....	133,595	....
1878	268,270	135,955	....	132,315	....
1879	265,080	134,465	....	130,615	....
1880	259,155	131,590	....	127,565	....
1881	254,425	129,300	....	125,095	....
1882	117,000	117,000	....	....	....

The maximum charge upon net earnings for interest and sinking funds will be $349,215, which will be diminished each year, till both mortgages are paid. The sinking fund applicable to the second mortgage was created when the bonds were issued.

We gave in the JOURNAL of July 27th, a historical sketch of this road from the opening of the first section, in 1849, to the close of its last fiscal year, December 31, 1860—comprising the length of each section, and the date of its opening; a description of the funded debt of the company; abstract of income account; cost; milcage; earnings, expenses and net income; dividends declared and amount; the amount of freight and number of passengers transported, etc., etc. The dividends declared during these twelve years have amounted to 149 per cent., or an average of 12½ per cent. for each year since the opening of the first division in June, 1849. The amount disbursed in dividends during that time has been $4,109,270, or an average of $342,439 per annum. The average mileage has been 183.15; the average cost $5,856,050. The gross earnings have been $14,919,469, an average of $1,159,956; the aggregate expenses $7,229,193, an average of $602,433; and the earnings less expenses, $6,690,276, or an average of $557,523. The milcage in 1860, was 261. The gross earnings were $1,462,752; operating expenses, $810,491; net earnings, $652,261. Cost of road, $9,352,481.

Welland (Canada) Railway.

At the adjourned annual meeting of this company held in London July 4th, the report of the directors was presented, which stated that authority was taken at the last general meeting held June 19th, for the issue of £50,000 second mortgage bonds at the rate of 80 per cent., payable by four instalments ending in July, 1862. The whole of these bonds have either been taken up or have been subscribed for on behalf of creditors of the company, and a sum of £16,734 has been paid into the bankers' on their account. The Directors have taken the necessary measures for placing the rolling stock in trust for the holders of these bonds, and have also brought a bill into the Canadian Legislature for the purpose of effecting this and other objects authorized at the last meeting. The Directors regretted to say that they were still unable to lay before the Proprietors such a balance sheet of the affairs of the company in Canada as they could have wished owing to the want of detailed information for which they had repeatedly applied, but had not obtained. The business of the railway during the winter has exceeded what the promoters of the line had at any time led the company to expect, but owing to the unusual prolongation of the winter season the through traffic did not commence until the beginning of May. The traffic returns from December 31 to May 31 show a total increase of £797 as compared with the corresponding period of the previous year. A powerful locomotive engine and tender was sent to Canada by the board at an expense of £2,860, and it was believed that the engine and tender were now at work on the line.

Chicago and North-Western Railroad.

This road is 213 miles in length, extending from Chicago, Ills., via Crystal Lake, Janesville, Watertown, Fond du Lac and Oshkosh, to Appleton, Wis. At Chicago, its track is connected with that of the Pittsburg, Fort Wayne and Chicago, and other roads leading out of that city; at Crystal Lake with the Elgin and State Line Railroad; at Harvard Junction, with the Kenosha, Rockford and Rock Island Railroad; at Clinton Junction, with the Racine and Mississippi Railroad; at Janesville, and Milton Junction, with the Milwaukee and Prairie du Chein Railroad; at Watertown, with the Milwaukee and Western Railroad; at Minnesota Junction, with the Milwaukee and Minnesota Railroad; at Burnett, with the Milwaukee and Horicon Railroad; at Fond du Lac, Oshkosh and Appleton with steamers for Green Bay, etc.

The income account of this company shows the gross earnings from June 1, 1859 to April 1, 1860, to have been, as follows:

From passengers		$153,167 46
" freight		212,630 44
" express, mails, etc		18,861 25
		$384,659 15
The operat'g expe's were.	$222,586 78	
Taxes, etc	21,651 73	
Interest on sink'g f'd b'ds	46,959 46	
		291,197 97
Balance to credit of income account April 1, 1860		$93,461 18
The gross earnings from April 1, 1860, to April 1, 1861, were:		
From passengers	$241,226 36	
" freight	451,494 99	
" express, mails, etc.	27,983 88	
	$720,705 23	
Operating expenses, taxes, and interest on bonds	490,585 77	
		230,119 46
Balance to credit of income account, April 1, 1861		$323,580 64
The gross earnings from April 1, to June 1, 1861, were:		
From passengers	$43,216 35	
" freight	96,958 87	
" express, mail, etc.	5,135 55	
	$145,310 77	
Operating expenses, interest exchange, taxes, etc.	86,328 66	
		58,982 11
Balance to credit of income account June 1, 1861		$382,562 75

The aggregate gross earnings for the two years ending June 1, 1861, were $1,250,675 15; the operating expenses, including interest, taxes, etc., $868,112 40-leaving balance as above $382,562 75.

The gross earnings of the road from April 1, 1860, to Jan. 1, 1861, nine months, were $563,809 28. Had the road been fully completed and thoroughly appointed for business, and amply supplied, equipped and furnished, these earnings would have been increased to an amount equal to all the current accruing interest in that time, upon all of the first and second mortgage bonds of the company, over and above ordinary running expenses.

The floating debt of the company Jan. 1, 1861, was $331,491 01, against which it had assets of $196,788 46. The report of the company issued at that date says:

The company will pay interest on the first of February next, on its preferred first mortgage

sinking fund bonds, but not upon its general first mortgage bonds. Its earnings have been equal to the payment of interest on both classes of bonds, but this has been the result of large additions to the rolling stock of the road, without which no such earnings could have been realized, and to pay for which and for other structures and necessary improvements in part, these earnings have been used.

In order to do the business offering, and to earn an amount equal to the payment of interest on our bonds, it was early foreseen that large additions must be made to our stock of engines and cars, and that further buildings, structures and business facilities and accommodations must be provided.

These wants were from time to time, as imperatively demanded, partially supplied, and the further necessities of the company in this direction were laid before the general annual meeting of the stock and bondholders in June last, and before the bondholders' meeting in New York in August last, when still further purchases of equipment were advised and approved of, and were subsequently authorized by the Board of Directors.

The opinion entertained at the bondholders' meeting in New York in August last, when the money market was easy and the future very promising, was, that if the company should need to borrow the larger part of the money necessary to pay interest on its general first mortgage bonds in February, 1861, because of having used its earnings in paying for equipment, &c., it would be easy to do so, and to carry portions of such loan forward to such times as the surplus current earnings beyond the payment of current accruing interest should be equal to the discharge of such loan.

The alarming changes in the political condition and prospects of our country which have since occurred, and the consequent serious derangement of monetary and business affairs, have not only precluded the hope of any such loan, but have made its propriety more than questionable, and have caused demands to be made upon us for the more prompt payment of some of the large claims assumed by this company in its re-organization than was anticipated. The result of all which is to make the payment of interest on general first mortgage bonds, as hoped for at this time, simply impossible.

This company is at this moment suffering a loss of earnings of from ten to twenty thousand dollars per month, because of its inability to receive in store, or hold in deposit, in any way at Chicago, until the opening of navigation, the products which seek to be transported over its road; and the proper, and at the same time profitable remedy for this difficulty, would seem to be a large elevating grain warehouse on the company's own grounds at Chicago. Such a building seems an indispensable necessity; the want of it, for a few months like the present, would subject the company to a loss equal to its cost.

By the statement annexed hereto, it will be seen that since the close of navigation, say 1st December to 12th January inst., the receipts of flour at Chicago, from all roads and sources, amount to 82,322 barrels, and that of this amount the Chicago and Northwestern Railway brought 29,348 barrels, or over one-third of the whole. It will also be seen that the whole amount of wheat received at Chicago, in the same time, is 690,484 bushels, and that of this amount the Chicago and Northwestern Railway brought 204,948 bushels, about 30 per cent. of the whole. With ample and desirable places for storage, it is believed the Chicago and Northwestern Railway would have increased its proportion of the entire wheat receipts, at least, to that of its receipts of flour, probably to a greater per cent.

At a meeting of the bondholders held in this city in July last, it was decided to fund six coupons of the 3d mortgage bonds, including the one due in the month of February previous. These coupons to be funded in income bonds, bearing interest from February next, the average date of the coupons, with a two per cent. sinking fund, and the coupons to remain in the hands of trustees as security. The funding of these coupons will enable the company not only to pay off its floating debt, but to supply also the much needed machinery for its steadily increasing business. On the first of June last, the funded debt of the company amounted to $7,279,000; the unfunded debt to $326,961; capital stock $2,826,736. Of the funded debt $1,250,000 are first mortgage sinking fund bonds, upon which the interest has always been paid.

Railroad Earnings.

The following is an abstract of the report of W. Key, Bond, Receiver of the Cincinnati, Wilmington and Zanesville Railroad, covering the operations of the road for the month of July:

RECEIPTS.		
Passengers, through business.	$117 00	
Passengers, local business	3,281 78	
Mail	831 25	
Express	438 45	
		$4,668 48
Freight, through	155 42	
Freight, local	6,550 98	
		6,706 40
Total earnings		$11,374 88
EXPENSES.		
Total working expenses		$11,334 67
Extraordinary expenses		2,480 17
Total expenses		$13,814 84
Balance on hand July 1		$32,363 75
Received during July		10,075 55
Total		$42,439 30

The following is the twenty-sixth monthly report of H. J. Jewett, Receiver of the Central Ohio Railroad Company, covering the operations of the road for the month of June, 1861:

To balance as per last report		$29,929 39
RECEIPTS.		
From passenger business	$22,268 82	
From freight business	37,261 53	
From express business	954 82	
From mileage on cars	498 82	
From other sources	2,473 83	
		63,457 92
Total		$93,487 31
EARNINGS FOR JUNE.		
From passenger business	$36,214 63	
From express business	1,349 71	
From freight business	26,812 71	
From mail business	2,202 50	
		66,579 55
EXPENSES.		
Working expenses		$34,343 33
Construction		878 01
Total		$35,221 34

The following are the earnings of the Great Western Railway of Canada for the week ending August 23, 1861:

Passengers	$16,649 05
Freight and live stock	14,091 32
Mails and sundries	1,301 22
Total	$32,041 59
Corresponding week of last year	38,454 75
Decrease in 1861	$6,413 16

The earnings of the Hudson River Railroad for

August, 1860, were	$167,219 75
" 1861	135,298 67
Decrease	$31,921 08

Mr. J. W. Alsop, receiver of the Ohio and Mississippi Railroad, furnishes the following statement of the operations of the road for the month of June:

Balance from May account		$20,172 56
RECEIPTS.		
From express freight for May	$1,175 29	
From passengers, prior to June	6,688 70	
From freight, prior to June.	9,521 30	
		17,925 29
From passengers on June account	15,752 80	
From freight on June acc't.	14,168 89	
		29,921 69
From other sources		108 42
Total		$68,127 96
Disbursements		44,713 82
Balance carried to July account		$23,414 07

The traffic of the Great Western Railway of Canada for the week ending August 30, 1861, was as follows:

Passenger	$22,473 72
Freight and live stock	15,583 98
Mails and sundries	1,303 21
Total	$39,365 91
Corresponding week of last year	45,183 08
Decrease	$5,817 17

The National Income of England.

The following abstract of a Parliamentary statement just issued shows the estimated income of the United Kingdom during each of the last thirty three years, from which it appears that although, according to the sanguine views of the various Chancellors of the Exchequer, a deficiency was apprehended only in nine instances, this result actually occurred in fourteen instances:—

Year ending	Estimated. Income.	Estimated. Surplus.	Actual Surplus.
	£	£	£
Jan. 5, 1830	51,347,000	3,013,407	1,711,548
1831	49,950,000	2,137,000	2,913,673
1832	47,250,000	493,479	*698,857
April 5, 1833	46,470,000	773,624	1,487,143
1834	45,438,128	515,909	1,952,361
1835	45,778,586	977,373	902,063
1836	45,550,000	185,000	1,376,307
1837	46,629,000	311,330	1,862,824
1838	47,240,000	384,673	*1,428,532
1839	47,271,803	*207,197	*430,326
1840	48,128,000	*935,000	*1,457,223
1841	48,591,000	*841,000	*1,851,997
1842	48,310,000	*2,421,776	*2,139,984
1843	51,540,000	631,000	*2,421,776
1844	50,150,000	762,355	2,095,428
1845	51,390,000	2,746,830	6,342,486
1846	50,362,000	672,000	2,380,600
1847	51,650,000	777,000	2,765,191
1848	52,515,000	332,000	*3,092,285
1849	52,130,000	*2,031,256	*269,378
1850	62,262,000	104,304	2,538,502
1851	51,535,000	771,418	3,174,731
1852	51,172,000	925,000	2,176,996
1853	51,625,000	461,000	2,460,742
1854	52,578,000	495,000	3,524,785
M'ch 31, 1855	56,656,000	467,000	*6,196,908
	59,496,000	*3,543,000	
1856	67,139,000	*19,895,000	*22,723,854
1857	71,740,000	*9,373,000	*3,254,605
1858	66,365,000	931,000	*247,346
1859	63,920,000	310,000	813,402
1860	69,460,000	253,000	1,587,380
1861	72,248,000	*1,286,000	*2,558,385
1862	70,283,000	408,000	.....

* Deficiency.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	70
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	85
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	102½
2d Mortgage	600,000	7	1875	100
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	91½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	91½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,364	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	90
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	39
2d Mortgage	2,000,000	7	------	15
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	73
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	96
1st Mortgage (E. Extension)	1,500,000	---	1875	96
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	----
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95½
Greenville and Columbia:				
1st Mortgage, Coupon	1,145,000	---	------	----
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	28
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103
2d Mortgage	2,000,000	7	1860	96
3d Mortgage	1,840,000	7	1875	79
Convertible	1,002,000	7	1867	69½
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	92
Construction	4,115,000	6	1875	92
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	91
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	10
2d Land Grant (Western Div.)	353,600	†	------	10
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	8	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	96½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	97½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	97½
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	80
Northern Indiana	985,000	†7	1861	81½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	----
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	74
2d Mortgage	2,850,000	†	1877	48
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	65
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1878	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	7,745,000	6	1883	92½
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1864	100½
3d Mortgage (convertible)	6,000,000	7	1883	84
4th Mortgage (convertible)	3,729,000	7	1880	72
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,818,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	93
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	----	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	74
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	----	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	94
2d Mortgage	2,319,000	6	1875	90
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1878	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	438,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,676,300	6	1880	90
Mortgage	3,103,600	6	1870	84½
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,900	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	1,778,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	55
2d Mortgage (convertible)	2,000,000	7†	'68-'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	61
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	27
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	61
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Galena and Chicago Railroad.

Negotiations are in progress among the stock and bondholders of this company for the extension of the first mortgage bonds maturing next year. We learn that the principal holders have signified their willingness to take a new sheet of coupons for twenty years. The plan of the President is to create a sinking fund and interest account on a sliding scale, which shall be sufficient to extinguish the entire debt of the company in 20 years. According to the Schedule, the total charge in 1862 for the sinking fund and interest will be $349,215, and gradually reducing each year, the last payment of $117,000 in February, 1882, wipes out the entire bonded debt of the company. The opinion of the oldest directors of the company is, that $800,000 is sufficient to constantly keep the line in good order, and it is upon this calculation that the plan is drawn up, which, in a word, contemplates the entire adjustment of the bonded debt and its extinction in twenty years, and at the same time admitting of a fair division of profits to the stockholders. The bonded debt, which commands nearly par in the market, is as follows:

First mort. bonds, payable Feb. 1, 1862.	$262,000
" " " Aug. 1, 1862.	160,000
" " " Feb. 1, 1863.	60,000
" " " Aug. 1, 1863.	1,511,000
Total	$1,993,000
Second mortgage bonds, (originally two millions,) due May 1, 1875, which will all be retired by the operation of the existing sinking fund by the time they mature	$1,465,000
	$3,458,000

The annual sinking fund of the second mortgage is fixed at $109,000.

Interest and Dividends.

The past due coupons of the 1st mortgage bonds of the Buffalo, New York and Erie Railroad will be paid on presentation at the Bank of Commerce.

Pittsburg, Fort Wayne and Chicago R. R.

This company is a consolidation of three companies, viz: the Ohio and Pennsylvania, the Ohio and Indiana, and the Fort Wayne and Chicago.

The Ohio and Pennsylvania Railroad Company was chartered in Ohio on the 24th of Feb., 1848; and in Pennsylvania on the 11th of April following. The company was organized May 17th, 1848, and the construction of the road commenced July 4, 1849. It was completed in sections as follows: from Pittsburg to Rochester, 25 miles, July 30th; to Clark's Summit, 36 miles, Oct. 22d; to Enon Valley, 44 miles, Nov. 19th; and to Palestine, 49 miles, Dec. 8th, 1851; to Columbiana, 59 miles, Jan. 3d; to Alliance, 82 miles, Jan. 6th; to Massillon, 108 miles, March 11th; and to Wooster, 134 miles, August 10th, 1852; to Mansfield, 174 miles, April 8th; and to Crestline, 187 miles, April 11th, 1853. The length of the line in Pennsylvania is 49 miles, and in Ohio, 138 miles. The charter authorized the construction of a road to the Indiana State line, but the company determined to stop at this point, and the remainder of the road in Ohio was built by the Ohio and Indiana Company.

The Ohio and Indiana Railroad Company was chartered in Ohio on the 20th of March, 1850, and in Indiana on the 15th of January, 1851. The company was organized on the 4th of July following. The road was put under contract Jan. 28th, 1852. Construction was commenced in the spring of the same year, and the road completed in 1854, by sections as follows: from Crestline to Forest, 41 miles, Jan. 18; to Delphos, 86 miles, June 10; and to Fort Wayne, 131 miles, Nov. 1st. The length of the line in Ohio is 112 miles, and in Indiana, 19 miles.

The Fort Wayne and Chicago Railroad Company was chartered in Illinois on the 5th of Feb., and in Indiana on the 8th of April, 1853. Construction was commenced in the summer of the same year, and the section from Fort Wayne to Columbia, Ind., 20 miles, opened for business Jan. 23, 1855. The work beyond Plymouth had been suspended since July 1, 1854, and only that portion between Columbia and Plymouth was being prosecuted.

The consolidation of these companies was authorized by the Legislatures of the four States which the road traverses, viz: of Pennsylvania, April 16, 1856; of Ohio and Indiana by general law; and of Illinois Feb. 28, 1856. The articles of consolidation, dated May 6, 1856, were agreed to by the Ohio and Pennsylvania Company, July 2; by the Ohio and Indiana Company, June 24; and by the Fort Wayne and Chicago Railroad Company, June 12, 1856. The consolidation of these companies under the name of the Pittsburg, Fort Wayne and Chicago Railroad Company was consummated August 1st, 1856. At that period the road was in operation from Pittsburg, Pa., to Columbia, Ind., 338 miles. It was opened to Plymouth, Nov. 10, 1856; to Rock Junction, Nov. 9, 1858; and to Chicago, Jan. 1, 1859. On the 22d of Sept., 1857, the bridge over the Alleghany river was completed, and trains for the first time entered the city of Pittsburg, the eastern terminus of the road having previously been in Alleghany City.

In 1860, the board purchased in Chicago, for a passenger station, two entire blocks of ground, 852 by 255 feet, at a cost of $333,485, payable on the 1st day of May, 1865, interest at six per cent. per annum, payable semi-annually. In the month of December, the track of the road was extended not only to these grounds, but, in conjunction with the Northwestern Railroad Company, was carried north through the city to the station of that company, and also to connect with the tracks of the Chicago and Milwaukee and the Galena and Chicago Union railroads. This extension connects the track of this road with the track of every road running north and west from Chicago, and has been the cause of bringing to the road, ever since, a large trade not previously enjoyed.

In 1857, the company failed to pay the coupons due on the 1st of October, and in November following suspended payment on its floating debt. To relieve the company from embarrassment, and to allow the earnings to be applied to the discharge of current liabilities, the bondholders consented to fund the coupons falling due to April, 1859, into 10 per cent. bonds due in five years from April 1, 1858. This plan was only partially carried out, and default was again made in the interest falling due on the 1st of July, 1859, in consequence of which the road was placed in charge of a receiver, excepting that portion lying in the State of Pennsylvania, which had previously been placed in the hands of a sequestrator on the suit of local creditors. To relieve the company of its embarrassments, a plan for the adjustment of its liabilities and the re-organization of the company was agreed upon on the 22d of October, 1860, by a committee of stockholders and bondholders, of which the following is a synopsis:

The road to be sold under process for foreclosure to the following parties, viz.: J. F. D. Lanier, L. H. Meyer, S. J. Tilden, Samuel Hanna, and J. Edgar Thomson, and a new company organized by which new classes of bonds and stock for the benefit of the holders of bonds and shares in the old companies, are to be issued as follows:

1st Mortgage bonds $5,250,000, being a first lien on the entire line and equipments of the company, to bear interest after the first of January, 1862, payable semi-annually in six classes; the interest on one class to fall due on the 1st of each month; the principal to be redeemable July 1st 1911, or at the option of the company after the first day of July, 1866. This class of bonds may, at the option of the holders, be converted into 6 per cent. bonds, irredeemable except by the operation of a sinking fund of one per cent. annually, till $2,500,000 shall be redeemed. The holders of the bonds are to be entitled to vote at the meetings of the stockholders at the rate of one vote for two hundred dollars of the par amount of said bonds.

2nd Mortgage bonds $5,100,000. These bonds are to bear interest after April 1st, 1862, and contain the same provisions as the 1st mortgage bonds in reference to the rate of interest; to their redemption and conversion into irredeemable bonds, and also in reference to voting at the meeting of the stockholders. A further clause provides that in case of sale of the road under this mortgage, bonds to the amount of $400,000 shall have preference as to payment.

3d mortgage bonds $2,000,000. These bonds entitle the holder to interest at the rate of 7 per cent. after the first day of April, 1862, out of such balance of net earnings as may remain after paying the interest and sinking funds previously provided, and maintaining the road. The holders are entitled to cast one vote for every hundred dollars held by them.

Share capital. The share capital of the new company to be $6,500,000. The dividends in the same to be limited to 6 per cent.: any surplus then remaining to be paid to the sinking fund for the redemption of the first bonds.

To carry out this plan the holders of the 1st mortgage bonds created by the original company are required to assign to certain parties designated by the purchasing committee, their bonds, with the coupon unpaid, whether funded or not, and thereupon to be entitled to the bonds of the new corporation of the same nominal value as the amount surrendered.

The second mortgage bonds and income bonds of the Ohio and Pennsylvania Company; the second and third mortgage bonds of the Ohio and Indiana, and the construction bonds of the Pittsburg, Ft. Wayne and Chicago have the following provisions in their favor—they are to be surrendered in the same manner as the 1st mortgage bonds, with the unpaid interest, and their holders to be entitled to the second mortgage bonds of the new corporation to an equal amount, and for such coupons as matured on, or before Oct. 1st, 1859; to third mortgage bonds for coupons maturing after the date last named, and up to the 1st of April, 1862.

The holders of the *second* mortgage bonds of the Ohio and Indiana Railroad Company are to be entitled to receive for their bonds, that class of the second mortgage bonds having preference of payment as aforesaid, for the reason that the lien created by the two mortgages on this section of the road does not much exceed, per mile, the first mortgage on other portions of it.

The foregoing provision applies only to such bonds as were sold prior to July 1st, 1860.

Real estate bonds.—These classes of bonds is-

sued by the Fort Wayne and Chicago and the Pittsburg, Fort Wayne and Chicago, to be assigned as aforesaid and converted at their par value, and coupons, into third mortgage bonds of the company.

The construction bonds now outstanding as collateral may be used in the adjustment of the floating debt at rates to be first determined by John Ferguson, Esq., and approved by him.

All debts of the company not included in the foregoing classes may be exchanged for an equal amount of 3rd mortgage bonds of the new company. The nature and amount of such debts to be determined by the parties appointed by the purchasing committee.

The stockholders in the old corporation to receive stock in the new, equal in amount to that held by them.

The time for carrying out the above plan to be determined by the purchasing committee, which is to act by the majority, and its action in the premises, upon all questions, to be final and conclusive.

This plan seems to be very generally acceptable to all the parties in interest. To carry it into effect it was very important that appropriate legislation should be had in all the States through which the road passed. This was obtained in Pennsylvania in 1860, and in Ohio, Indiana and Illinois in March last. Uncontrollable circumstances, however, have delayed any action on the premises, but this will doubtlessly be accomplished before the close of the present financial year and the property will then be transferred from the jurisdiction of the United States Circuit Court to the possession of the re-organized company.

The share capital authorized was $1,600,000, of which $6,266,367 12 has been paid in; of this sum $6,206,600 is full paid, and $59,767 12 scrip given for fractional parts of interest and premium.

The funded debt June 30, 1861, was $10,192,-155, described as follows:

1st Mortgage (O. & P. Co.) 7 per cent. coupon bonds $1,000,000—dated July 1, 1850, and payable July 1, 1865; secured on the road between Pittsburg and Massillon.

2d Mortgage (O. & P. Co.) 7 per cent. coupon bonds $750,000—dated Jan. 1, 1851, and payable Jan. 1, 1866; secured on the road between Massillon and Crestline, and on second lien on the road between Pittsburg and Massillon.

Income (O. & P. R. R.) 7 per cent. coupon bonds, $1,988,000—dated April 1, 1853, and payable April 1, 1873.

Alleghany River Bridge (O. & P. Co.) 7 per cent. coupon bonds, $207,000—dated May 1, 1856, and payable, May 1, 1876; secured by mortgage on the bridge.

1st Mortgage (O. & I. Co.) 7 per cent. coupon bonds, $1,000,000—dated Aug. 1, 1852, and payable Feb. 1, 1872; secured on the road between Crestline and Fort Wayne.

2d Mortgage (O. & I. Co.) 7 per cent. coupon bonds, $380,000—dated Oct. 1, 1853, and payable Oct. 1, 1873; secured on the road between Crestline and Fort Wayne.

3d Mortgage (O. & I. Co.) 7 per cent. coupon bonds, $17,000—dated Sept. 1, 1854, and payable Sept. 1, 1860; secured on the road between Crestline and Fort Wayne.

1st Mortgage (F. W. & C. Co.) 7 per cent. coupon bonds $1,250,000—dated July 1, 1853, and payable July 1, 1873; secured on the road between Fort Wayne and Chicago.

Real estate (F. W. & C. Co.) 7 per cent. coupon bonds $498,000—dated Dec. 1, 1856, and payable Dec. 1, 1866.

Construction (P., F. W. & C. Co.) 7 per cent. coupon bonds $2,064,000; Redemption do., $2,000—dated Jan. 1, 1857, and payable Jan. 1, 1887; secured by a mortgage on the whole road. The amount provided is $10,000,000, of which $3,500,-000 are applicable to "construction," and the balance to the "redemption" of outstanding bonds. Both are convertible into stock within 10 years from date.

Real estate (P., F. W. & C. Co.)7 per cent. coupon bonds $98,500—dated Dec. 1, 1856, and payable Dec. 1, 1866.

Sinking fund 10 per cent. coupon bonds $282,-765—dated Jan. 1, 1858, and payable Jan. 1, 1863.

Sinking Fund 10 per cent. coupon bonds $90,-510—dated Feb. 1, 1858, and payable Feb. 1, 1863.

Sinking Fund 10 per cent. coupon bonds $230,-895—dated April 1, 1858, and payable April 1, 1863.

The three last classes of bonds have been issued for coupons surrendered.

Chicago Depot 6 per cent. bonds $333,485—dated May 1, 1860, and payable May 1, 1865.

Scrip convertible into construction bonds at par $1,756.

The Floating debt June 30, 1861, was $1,757,-273 12, as follows:

Bills payable, O. & P. Co	$6,000 00
" O. & I. Co	4,795 00
" Ft. W. & C. Co	3,761 53
" P., Ft. W. & C. Co	336,998 53
Warrants payable	46,828 22
Construction accounts payable	16,789 88
Transportation " "	69,252 22
Other " "	50,730 94
Coupons past due	1,222,116 80
	$1,757,373 12

The cost of road and equipment June 30, 1861, was $16,700,407 25, as follows:

	Cost of road to Aug. 1, 1856.	Balances chargeable to cost prior to Aug. 1, 1856.	Total cost to Aug. 1, 1856.
Ohio and Pennsylvania Railroad	$6,079,971 23.	$231,262 95	$6,311,234 18
Ohio and Indiana Railroad	3,235,057 99	249,601 49	3,484,659 48
Fort Wayne and Chicago Railroad	1,757,515 46	102,786 74	1,860,302 20
Total cost Aug. 1, 1856	$11,072,544 68	$583,651 18	$11,656,195 86
Construction—Eastern division since Aug. 1, 1856			1,167,590 45
" —Western " " 1, 1856			1,467,677 77
Discount on bonds of Pennsylvania Railroad Company			2,875 00
" bridge bonds Ohio and Pennsylvania Railroad			34,106 25
" 1st mortgage bonds Ft. Wayne and Chicago R. R. Co			169,080 01
" mortgage conv. bonds P., Ft. W. and C. R. R. Co			535,832 61
" real estate			65,100 58
Premium on stock of Ohio and Pennsylvania Company			530,825 95
" Fort Wayne and Chicago Company			71,522 77
Total cost of road June 30, 1861			$16,700,407 25

During the half year ending June 30, 1861, additions have been made to the funded and floating liabilities as follows:

Mortgage and construction bonds, taken by parties holding them as collateral		$286,000 00
Warrants payable, issued for construction claim		16,952 58
Six months' interest unpaid on bonds to June 30		309,439 30
Increase of receiver's current transportation accounts		53,112 34
Gross increase		$665,504 22
Less reduction in:		
Real estate bonds	$4,500 00	
Bills payable Ohio and Indiana Railroad Co	4,000 00	
Bills payable, Fort Wayne and Chicago Railroad	3,005 00	
Bills payable of this Co	169,603 39	
Construction acc'ts payable	1,455 46	
Construction acc'ts payable Pennsylvania R. R. Co.	75,639 89	
Transportation acc'ts pay'e.	8,154 33	
Other accounts	34,422 21	
Receiver's bills payable	14,477 90	
Receiver's construction accounts payable	17,525 57	
		332,785 75
Net inc. in funded and float'g liabilit's.		$332,718 47

This amount is represented in the additional cost of the property and assets of the company, as follows:

Increase of cost of the three original roads, ascertained to June 30, 1861.		$1,090 29
Construction expenditures on the Eastern division for six months		111,555 21
Construction expenditures on the Western division for six months		115,000 74
Increase of discount on bonds		70,752 47
" stock and bonds of other companies		17,808 00
Increase of unapplied materials		95,375 96
" other available assets		4,667 18
" doubtful assets		19,277 06
		$436,426 91
Less value of real estate sold.	$5,000 00	
Less reduction in amount of cash on hand	3,483 82	
Less net surplus for six months end'g June 30, ult.	95,224 62	
		103,703 44
Net increase in property and assets		$332,718 47

The construction expenditures have been mainly on account of the building of the second track from Pittsburg to Sewickley, 12 miles; additions to engine houses, machine shops, and the machinery therein; 8 new locomotives; 152 new freight cars; fencing; the completion of the connection with other roads in Chicago; and the payment of an instalment due for the purchase of the right of way in Alleghany City.

The income account for six months ending June 30, 1861, is as follows:

	Dr.	
Balance December 31, 1860		$310,471 20
Six months' interest on hand		324,121 25
Interest on floating debt		37,910 78
Discount on currency		5,367 61
Taxes		23,430 33
Drawbacks and overcharges		10,519 92
Expenses of receivership		13,423 49
" re-organization		4,221 48
Transportation expenses, viz:		
Conducting transportat'n	$238,497 30	
Motive power	306,961 13	
Maintenance of way	209,535 46	
" cars	86,338 38	
General expenses	20,299 69	
		861,631 96
		$1,591,110 02

	Cr.
Earnings from freight	$887,879 52
" passengers	380,958 94
" express, mail, etc.	65,083 02
Rent of road	42,500 00
Balance June 30, 1861	214,688 54
	$1,591,110 02

The net balance carried to credit of income account is $95,785 66. "This result," says the report, "is one that has not been before attained since the financial revulsion of 1857, and may be regarded as a practical, and therefore a satisfactory solution of the problem, whether the earnings of the road will suffice to pay the interest on its debt, and leave something to divide among the stockholders, more especially as every month is adding to the facilities of the company for transacting an increased business, and every year is developing the country directly or indirectly tributary to the line."

A comparison of the gross earnings during the period named, with the corresponding period of the previous year, exhibit an increase of $354,125 67, while the expenses have increased but $104,561 26—making an increase of $249,564 41 in the net earnings. The amount of earnings absorbed by expenses has been 62.6 per cent. The following is a comparative statement of the recipts and expenditures for the two half-years:

RECEIPTS.

	1861.	1860.	Increase.
January	$217,251 90	$139,950 87	$77,311 03
February	202,071 14	152,574 28	49,496 86
March	265,734 58	192,578 69	73,155 89
April	270,074 58	182,565 72	87,508 86
May	216,500 91	188,830 66	27,670 25
June	204,778 37	165,795 59	38,982 78
Total	$1,376,421 48	$1,022,295 81	$354,125 67

This income was derived from the following sources:

	1861.	1860.	Increase.	Decr'se.
	$	$	$	$
Freig't.	887,879.52	558,441.34	329,438.18	.....
Expr's.	15,500.00	15,600.00	.....	100 00
Pass'r.	380,958.54	356,880.58	24,078.36	.....
Mail	46,950.00	46,950.00	.....	.....
Rents	1,178.25	2,166.55	.....	938 30
Rent of road	42,500.00	41,309.38	1,190.67	.....
Miscell.	1,454.77	943.01	506.76	.....
Total.	1,376,421.48	1,022,295.81	354,125.69	.....

EXPENSES.

	1861.	1860.	Increase.
January	$139,261 03	$108,674 87	$30,596 16
February	131,602 05	112,017 42	19,684 63
March	138,251 59	122,496 75	15,754 84
April	143,514 81	115,653 81	27,491 00
May	148,332 72	141,542 96	6,789 76
June	160,669 76	156,684 89	3,984 87
Total	$861,631 96	$757,070 70	$104,561 26

Of which the items were:

	1861.	1860.	Increase.
Transportat'n.	$238,497.30	$154,944.51	$83,552.79
Motive power.	306,961.13	255,606.42	51,354.71
Maint. of way	209,535.46	239,109.79	*29,574.33
" cars.	86,338.38	82,855.56	3,482.82
Gen'l expenses	20,299.69	24,554.42	*4,254.73
Total	$861,631.96	$757,070.70	104,561.26

Net earnings, 1861	$514,789 52
Net earnings, 1860	265,225 11
Increase	$249,564 41

* Decrease.

CONDENSED BALANCE SHEET.

	Dr.
Cost of road and equipment	$16,700,407 25
Real estate, exclusive of station grounds and roadway	779,497 81
Cash in hands of receiver	120,873 26
Stock of S. M. V. & P. R. R. Co.	77,500 00
" Dubuque and Sioux City R. R. Co. 60 per cent.	17,808 00
Bonds of Dayton and Michigan R. R. Co. 85 per cent.	13,600 00
Materials on hand	277,266 45
Other available assets	237,922 65
Sundry accounts bad and doubtful	48,271 33
Balance of income account	214,688 54
	$18,487,835 29

	Cr.
Capital stock	$6,266,367 12
Funded debt	10,192,155 00
Scrip convertible into bonds	1,756 00
Floating debt	1,757,273 12
Receiver's bills payable	18,434 23
Construction accounts payable by receiver	13,703 28
Transportation do. do.	238,146 54
	$18,487,835 29

St. Andrew's Railway.

The St. Andrew's *Standard* of 7th ult. says:—

"We can state upon good authority, that the grading of the line between Canterbury and Woodstock is rapidly progressing towards completion—the contractors, Messrs. Walker, Johnson & Co. are already laying the rail forward from Canterbury, and we expect to see the greater portion of the line open for traffic early this autumn."

Philadelphia and Reading Railroad.

We learn that the Reading Company has decided not to make the advance of 15 cents per ton on the 1st of September, as they did last year, and had purposed doing this. This course is, no doubt, a very politic one under the circumstances, as it will enable them to control some trade which otherwise they might have lost; but in footing up the profits of the year, should they continue to lose per week to the extent they have lately, and then carry the reduced freight at these low rates, it cannot fail to show a large deficiency. Their business in the early part of the year, however, showed a handsome profit, and it is to be hoped that the present dullness in the coal trade may soon pass away.—*Philad. Inq.*

New Brunswick Railway.

The following statement of the earnings of the New Brunswick Railway from Aug. 1, 1860 to Aug. 1, 1861, has just been published in the St. John *Courier:*

Revenue—		
From passengers	$68,485 59	
Freight	45,516 32	
Locomotives and cars	13,314 00	
Mails and sundries	5,238 75	
		$132,554 66
Expenses—		
For locomotive power	$40,009 96	
Merchandise and passenger cars	19,400 30	
Maintenance of way and buildings	18,996 12	
General charges	17,388 12	
		95,884 50
Net earnings		$36,670 16

THE RENSSELAER
Polytechnic Institute,
TROY, N. Y.

THE thirty-eighth Annual Session of this School for thorough instruction in the Natural Sciences and Civil Engineering, will begin September 18th, 1861.

A department for instruction in Military Science and Art has been instituted.

Inquiries may be addressed to Prof. CHAS. DROWNE, Director of Rens. Pol. Institute, Troy, N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

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Gas Works Castings, etc., etc.

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PROSSER'S PATENT
LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
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Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.

KRUPP'S BEST CAST STEEL.

PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.

PATENT LAP-WELDED STEEL TUBES.

THOMAS PROSSER & SON,
28 Platt St., New York.

NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, Aug. 8, 1861.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three Per Cent. on the Capital Stock thereof, payable on the Twentieth day of August instant, upon Stock registered at New York, Boston, or Albany, and on the Twentieth day of September next, upon Stock registered at London. Stockholders whose Stock is registered at New York will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose Stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose Stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The Transfer Books which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Friday, the Twenty-third day of August instant.

JOHN V. L. PRUYN,
33 Treasurer *pro tem.*

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6t30 WM. E. MORRIS, Pres't.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860. tf

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 14, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Little Miami and Columbus and Xenia R. R.

We give elsewhere a statement of the joint operations of these roads since November 30, 1853, the date at which they commenced being operated as one line. The average length of road operated has been 142.51 miles. The average cost, including equipment, $5,454,543. The total earnings from passengers has been $3,693,354; from freight, $4,176,601; mail and express $600,006—making the total earnings during the past seven years, $8,469,961, or an average of $1.209,994 per annum. The aggregate expenses during the same time have been $5,086,033, an average of $726,576; and the net earnings $3,383,928, an average of $483,418. The dividends declared during that time have amounted to 59 per cent, or an average of nearly 8½ per cent; and amount disbursed, $2,620,043, or an average of $374,292. The total mileage in 1860 was 153.58. Cost of road and equipment, $5,648,810. The gross earnings, $1,328,332; operating expenses, $830,410; net earnings $497,922. Dividend 8 per cent. Amount disbursed in dividends $357,767. We propose to to give in subsequent numbers a historical sketch of each road from the commencement of operations to the close of the last financial year.

Public Debt of the United States.

The Secretary of the Treasury has prepared the following statement showing the amount of the public debt of the United States on 3d day of September, 1861, and the amount of Treasury notes outstanding on the 7th day of September, 1861, together with the date of acts authorizing the same, rates of interest, time of maturity, &c.:

Interest.	Under what act issued.	Amount.	When redeemable.
6 per ct.	April 15, 1842.	$2,883,364.	Dec. 31, 1856
6 "	Jan. 28, 1847.	9,415,250.	Jan. 1, 1868
6 "	Mch. 15, 1848.	8,908,342.	July 1, 1868
5 "	June 14, 1858.	20,000,000.	Jan. 1, 1874
5 "	June 22, 1860.	7,022,000.	Jan. 1, 1871
6 "	Feb. 8, 1861.	18,415,000.	Jan. 1, 1881
5 "	Sept. 9, 1850.	3,461,000.	Jan. 1, 1865
5 "	Sept. 9, 1850.	112,092.	On demand.
Total.....		$70,217,048	

TREASURY NOTES.

Under what Act issued.	Amount.	Maturity.	Rate.
Dec. 23, 1857.....	$20,000,000	1 year after date,	3, to 6 per cent.
Dec. 17, 1860.....	10,060,000	"	6, to 12 "
June 22, 1860, February and March, 1861.....	46,000 000	2 "	6 per cent.
Tariff act, March 2, 1861..	10,000,000	"	"
Act of July 17, 1861.....	2,090,300	60 days after date,	6 "
Act of July 17, 1861.....	15,000,000	60 days after date,	6 "
Act of July 17, 1861.....	630,850	3 years after date,	7 3-10 per cent.
	Outstanding.	When due.	Annual Int.
Dec. 23, 1857.....	$1,445,300	All past due.....	$97,506 74
Dec. 17, 1861.....	9,933,950	Dec. 1861, and Jan. '62.	1,116,534 00
June 22, 1860, February and March, 1861.....	16,850,100	April to Aug. 1863	1,085,909 00
Tariff act, March 2, 1861.	10,000,000	September, 1861.....	98,630 14
Act of July 17, 1861.....	2,090,300	Sept. and Oct., 1861..	20,903 00
Act of July 17, 1861.....	15,000,000	July and Aug. 1864	3,285,000 00
Act of July 17, 1861.....	630,850	July and Aug. 1864 ..	136,263 60
Total.....	$55,950,500		$5,840,746 49

RECAPITULATION.

Amount of loans ..	$70,217,048 50	
Annual interest ...	3,900,467 25	
		$74,118,515 85
Treasury notes	$55,950,500 00	
Interest.....	5,840,746 49	
		61,791,246 49
Total.....		$135,909,762 34

Boston and Maine Railroad.

This company was formed by the consolidation of four companies, viz: the Boston and Portland in Massachusetts; the Boston and Maine in New Hampshire; the Maine, New Hampshire and Massachusetts in Maine; and the Boston and Maine "Extension" in Massachusetts. The Medford Branch was also built by the Boston and Maine Company under a separate charter.

The Boston and Portland Railroad Company was chartered in 1833, and was authorized to build a branch from the Boston and Lowell Railroad, at Wilmington, to the State Line of New Hampshire.

The Boston and Maine Railroad Company was chartered in June, 1835, by the Legislature of New Hampshire, with authority to build a railroad through that State to the boundary of Maine.

The Maine, New Hampshire and Massachusetts Railroad Company was chartered in March, 1836, by the Legislature of Maine, with authority to build a line in that State from the New Hampshire boundary to South Berwick, and there to unite with the Portland, Saco and Portsmouth Railroad.

By subsequent legislative acts, a consolidation of all these companies was authorized, and consummated Jan. 1, 1842.

The construction of the section between Wilmington and Andover was commenced in 1835, and opened for business in 1836. Between Wilmington and Boston, the track of the Boston and Lowell Railroad was used till July, 1845, when an independent line to Boston was constructed under a charter obtained in 1844. From Andover to Exeter, N. H., the road was opened in 1840; from Exeter to Dover in 1841; from Dover to Great Falls, and a junction with the P., S. & P. Railroad, February 23, 1843.

On the 28th of January, 1843, a contract was was entered into, in connection with the Eastern Railroad Company, for a lease of the P., S. & P. Railroad, for a period of 99 years, paying therefor a rent equal to 6 per cent. on its cost. Under this contract the dividends, which have been earned by the road, have been regularly paid. The lease is a joint undertaking, the two companies sharing equally in the profit and loss of operating the leased line. From the gross sum paid by each passenger, 25 cents is first deducted in favor of the road over which he is transported between Boston and the leased line. For the fiscal year ending May 31st, 1860, $10,000 was received from the surplus earnings of this road; and for the year ending May 31, 1861, $9,000. In consequence of the general prostration of business, and the extraordinary outlay in building a bridge over the Saco river, the present season, it will, probably, be some time before another remittance is received from that source.

In 1846, authority was obtained to change the route, so as to make the city of Lawrence a point on its line; also to construct the Methuen branch extending from the Merrimac river, at Lawrence, to the boundary line of New Hampshire, a distance of about 3½ miles, to form a connection with the Manchester and Lawrence Railroad. These improvements were completed in 1848. The change of route involved the construction of 9½ miles of new road.

The Methuen Branch was subsequently leased to the Manchester and Lawrence Railroad Company, and is now operated as a part of that road.

The Medford Branch was chartered in 1845. Construction was assumed by the Boston and Maine Company, by which it is now owned.

The Danvers Railroad Company was chartered in 1852, construction was commenced in 1853, and the road was opened to the public in 1855. The Danvers and Georgetown Railroad Company was chartered in 1849, and organized in 1851. Construction was commenced in 1852, and the road opened for public use in the fall of 1853. The Newburyport Railroad Company was chartered in 1846. Construction was commenced in 1848, and the road completed to Bradford, Sept. 23, 1851. The Danvers Railroad is 9.20 miles in length, extending from South Reading to North Danvers. The Danvers and Georgetown Railroad is 12.39 miles in length, extending from South Danvers to Georgetown; and the Newburyport Railroad 14.58 miles in length, extending from Newburyport to Bradford. In 1853, a contract was made between the Danvers Railroad Company and the Danvers and Georgetown and Newburyport Companies, whereby the trains of the latter companies were allowed to run over the road of the former, the earnings being divided *pro rata*. On the 9th of February, 1855, an act was passed authorizing the consolidation of the Danvers and Georgetown and Newburyport Companies, under the corporate name of the Newburyport Railroad Company. On the 1st of March, 1855, a contract was made with the Danvers by the Boston and Maine Company whereby the latter agreed to assume the contracts of the former with the Newburyport Company, and to run and maintain its road for 100 years from May 1, 1853. As the consideration therefor, the Boston and Maine Company were to endorse the obligations of the Danvers Company to the amount of $125,000, and pay the interest thereon at the rate of 6 per cent., and the principal at their maturity, out of the anticipated profits of the road, and to pay in addition the net profits of the road, after deducting running expenses, at the same per mile as upon its own line. In 1860, this contract was modified, so that upon the payment to the Danvers Company of $25,000 in cash there were released to the Boston and Maine Company the sinking fund amounting to $6,523 84, and all claim for any surplus for the remainder of the lease, which will expire in 1953. At that time the claim against the Danvers Company will be the said $25,000 together with the amount of the obligations of said road heretofore guarantied for $125,000, of which the Boston and Maine Company now own $71,000. In proportion as these obligations are purchased, the rent will diminish; and upon the expiration of the lease there will be due from the Danvers to the Boston and Maine Company the sum of $150,000 without interest.

In 1860, this company took a lease of the Newburyport Railroad for 100 years, without rent, for $300,000—$75,000 of which was paid in liabilities against that road, and $225,000 in cash. These two sums are to be treated as an absolute loan. At the expiration of the term in 1960, there will be due from the Newburyport Railroad Company to the Boston and Maine Railroad Company the sum of $300,000 without interest.

By these arrangements and a total investment of $450,000, the whole line of roads from South Reading Junction, by Danvers to Georgetown, and thence to Newburyport, and also from Georgetown to Bradford Station, in all 36.17 miles, is under the absolute control of this corporation for a term of nearly 100 years; at the expiration of which time, the whole amount becomes a debt due and payable to to the Boston and Maine by the Danvers and Newburyport railroad companies.

The total length of the main line, from Boston to South Berwick Junction is	74.26 miles.
Medford Branch	2.23 "
Methuen "	3.61 "
Great Falls "	2.95 "
Newburyport Railroad	26.97 "
Danvers "	9.20 "
Total length of road operated	119.22 miles.

The capital stock authorized by charter is $4,550,000, of which $4,155,700 has been subscribed; of this $4,076,974 52 has been paid.

The company has no funded debt.

The cost of road and equipment May 31, 1861, was as follows:

Graduation and masonry		$884,067 40
Wooden bridges		371,468 55
Superstructure, including iron		984,523 89
Stations, buildings, fixtures, etc.		520,722 78
Land, land damages and fences		848,198 08
Engineering, and other expenses		272,388 94
		$3,881,369 64
Locomotives	$201,418	
Passenger and baggage cars	79,260	
Merchandise cars	145,897	
		426,575 00
Total cost of road and equipment		$4,307,944 64

The equipment consists of 36 locomotives; 53 passenger, 18 baggage, and 587 freight cars.

The gross revenue from all sources for the year ending May 31, 1861, has been as follows:

From passengers	$548,730 51
" freight	341,781 46
" rents	12,345 42
" mails	9,735 25
" interest	8,558 67
Portland, Saco and Portsmouth R. R.	9,000 00
	$930,151 31

And the expenses were:

Repairs of road	$86,479 16	
" bridges	12,661 51	
" buildings, etc.	51,229 41	
" locomotives	36,645 08	
" cars	27,841 92	
Coal	28,371 81	
Wood	38,450 75	
Oil and waste	11,869 87	
Switchman, gatemen, etc.	22,246 01	
Passenger expenses	70,583 72	
Freight "	59,792 88	
Taxes	13,944 69	
Danvers Railroad rent	7,500 00	
Miscellaneous	44,619 17	
		512,239 95
Net earnings		$417,911 33
Charged for renewals of iron	$27,703 51	
Do. for depreciation of locomotives and cars	1,658 00	
		17,488 47
Balance of net earnings		$400,422 86
Deduct two dividends 7½ per cent.		311,677 50
Balance		$88,745 36
Add balance from previous year		499,117 14
Making the sum of undivided earn'gs.		$587,862 50

Compared with the previous year, the earnings and expenses are as follows:

	1859–60.	1860–61.
Gross earnings	$915,625 86	$930,151 31
Expenses, renewals, etc.	499,488 53	529,728 45
Net earnings	$416,177 33	$400,422 86
Miles run	553,484	663,721

The mileage of trains in 1860–61 was as follows: by passenger trains, 449,152; by freight trains, 184,019; by wood trains, 4,755; by gravel trains, 8,395; by extra trains, 17,400.

The number of passenger carried in the cars was 1,868,797; do., carried one mile, 28,308,103; tons of merchandise carried in the cars, 278,440; do., carried one mile, 7,551,842. The report says:

The result of the last year's business will compare favorably with that of former years. But this is in a great measure due to the first six months of the year. Those were months of prosperity without precedent in the annals of this corporation.

For reasons well known to the stockholders, traffic has decreased very largely, in almost every department, during the last six months. This road, depending mostly upon its local business, has sympathized with the general depression. Its business has decreased more than $50,000, as compared with the corresponding six months of the preceding year. The prospect for the future is not flattering.

Our average dividends, for twenty-three years, have been more than 6¾ per cent. per annum.

For the last twelve years they will average 7 per cent. The road may be considered to have been in full operation during this latter period, as no new shares have been issued since about the close of the year 1849.

In addition to the dividends, the amount of undivided earnings have accumulated, during this latter period of time, more than half a million of dollars, which exceeds one per cent. annually upon the capital stock.

In the meantime, large expenditures have been

made in erecting new buildings, widening Charles River Bridge, &c., which were charged to *running expenses*, but which might have been charged to *construction account* with great propriety.

The number of shares of stock actually sold, and upon which dividends have been declared for about twelve years past, is $41,557. In the disposition of these shares there was a loss, by sale below par, of $78,725 48. Consequently the corporation realized only $4,076,974 52.

There has been expended in building and furnishing the road, and charged to construction, the sum of $4,307,944 64. This is $230,970 12 more than was received from the sale of capital stock. The amount was largely increased, during the past year, by the purchase of a lot of land in Boston. The last named sum, together with the sums advanced to the Newburyport and Danvers Roads, and the amount invested in our own stock and in valuable bonds, show where the undivided earnings of the road have been placed.

During the past year, new station buildings have been erected at Newmarket. The grounds have been enlarged and improved, so as to make the accommodations at that place quite satisfactory. At Haverhill, engine and car houses have been built in a thorough and workmanlike manner. They are ample in capacity, and were long needed at that important station. This will account for the large item expended for repairs of station buildings, &c., which is $25,000 larger than the corresponding item last year.

With one exception, (the Great Falls and Conway, which is now operated by the Trustees of the third mortgage bonds,) our relations with connecting roads remain as they were last year.

CONDENSED BALANCE SHEET.

Capital stock		$4,076,974 52
Sundry balances		59,670 67
Deposit on account of Newburyport bonds		2,160 00
Amount payable on account of Newburyport bonds		5,480 00
Notes payable on account of Newburyport R. R. and land in Boston		94,239 20
Dividend payable July 1, 1861		145,449 50
General Reserve account, being undivided earnings		587,862 50
		$4,964,196 39
Construction		$3,881,369 64
Equipment		426,575 00
Property account		107,915 51
Cash	$20,651 18	
Notes	16,356 79	
Open accounts	39,957 68	
		76,965 65
Boston and Maine Railroad stock	$50,000 00	
Danvers Railroad bonds	71,000 00	
Danvers Railroad land damage account	758 08	
Danvers Co., as per agreement	25,000 00	
Newburyport Co., as per agreement	300,000 00	
Great Falls and Conway Railroad bonds	20,000 00	
		466,758 08
Suspense account		4,612 51
		$4,964,196 39

President—FRANCIS COGSWELL, Andover, Mass.

Directors—Francis Cogswell, James H. Duncan, Geo. W. Kittredge, Daniel M. Christie, Peter T. Homer, Israel M. Spelman, Henry Saltonstall.

Superintendent—WILLIAM MERRITT, Boston.

Clerk—JAMES C. MERRILL, Boston.

Treasurer—H. C. WILBUR, Charlestown.

Baltimore City Passenger Railway.

This company has paid to the city of Baltimore, since the opening of the road, $73,000, principally for the Park Fund.

Debt of Kentucky.

The Governor of Kentucky makes the following statement of the debt of the Commonwealth on the 31st of August.

DESCRIPTION OF BONDS.	
Of 6 per cent. due and outstanding	$402 00
Of 5 per cent. bonds	459,000 00
Of 6 per cent. bonds	2,600,000 00
At thirty-five years date, 6 per cent.	24,000 00
At thirty years date, 6 per cent	43,500 00
At thirty years date, 5 per cent	850,000 00
Five per cent. interest from Jan. 1, 1846, payable at the pleasure of the Legislature	308,268 42
Amount of bond issued for balance due for interest on State bonds, and same, dated July 5, 1850, and made payable at the pleasure of the Legislature, and to bear interest at the rate of 5 per cent. per annum, from January 1, 1850	101,001 59
Bond issued by the Governor for surplus due the several counties, dated 23d August, 1855, held by Board of Education	42,894 72
Bond issued by the Governor for surplus due the several counties, dated 21st February, 1857, held by Board of Education	12,167 30
Total	$4,731,284 03

The State has the following means to meet her indebtedness as above, $4,731,234 03, if they could be applied, viz:

Stock in Bank of Kentucky	$939,900 00
Stock in Northern Bank of Kentucky	200,000 00
Stock in Bank of Louisville	40,600 00
Stock in Southern Bank of Kent'y	600,000 00
Total	$1,670,500 00
Stock in Lexington Railroad	$217,800 00
Stock in Frankfort Railroad	74,529 50
Sinking fund 1st August, 1861	563,406 44

Toronto Street Railway.

This railway will open for the first time, on the 18th inst. The inauguration is to be celebrated by a festival—a dinner, concert and ball.

Wyoming Canal Company.--Receiver Appointed.

PHILADELPHIA, Sept. 2.—NISI PRIUS—JUSTICE J. M. READ.—Edward W. Clark *vs.* The Wyoming Canal Company, and Jay Cooke and Anthony Drexel, Trustees. This is a bill filed by the complainant, one of the mortgage bondholders of the Company, against it, and the other defendants, trustees on the mortgage, and avers the creation of the corporation by act of Assembly of 21st day of April, 1858, its ownership of the canal now in public use, beginning at Wilkesbarre and ending at Northumberland, in this State, and the bridges, aqueducts, toll houses, etc., therewith connected, and of the machinery, tools, and other personal property used in the management and operation of the canal.

That on the 24th day of June, 1858, the Company issued bonds to the amount of $900,000, securing the same by mortgage of that date to Jay Cooke and Anthony J. Drexel, in trust of which amount $850,000, together with the interest due thereon to the 15th of July last, are outstanding and unpaid; that the corporation is otherwise indebted to other creditors, and is utterly insolvent and unable to pay; that suits have been commenced by some of the bondholders on their coupons and interest warrants, who are entitled to judgment thereon; and that executions will be issued thereon by means whereof the property of the Company may be levied upon, sold and removed from the jurisdiction of the Court, and thus the security pledged to parties entitled thereto, entirely removed, and the public use of the canal prevented. It prays, therefore, an injunction, and the appointment of a Receiver.

The case was heard yesterday morning on this bill, and the special affidavit filed, and it was ordered by the Court that Chas. Parrish be appointed Receiver of the real and personal property, etc., of the Company, and of the rents, tolls and income thereof, with power to use the canal, preserve it in repair and in good condition, and to employ such persons and make such payments, etc., as may be necessary in so doing. Power is also given him, among other things, to adjust and arbitrate all claims for damages, injury and loss to persons and property, that may be claimed of him while acting as such Receiver. Security is also ordered in the sum of $10,000.

Census of Nova Scotia.

We subjoin a complete statement of the Nova Scotia census returns from which it will be seen that the Province has increased its population 20 per cent. in the last ten years. The returns are made up to 30th March, 1861.

Counties.	1861.	1851.	Increase.
Halifax	49,021	39,112	9,909
Colchester	20,045	15,469	4,576
Cumberland	19,533	14,339	5,194
Pictou	28,785	25,593	3,192
Sydney	14,871	13,467	1,404
Guysboro'	12,713	10,838	1,875
Inverness	19,967	16,917	3,050
Richmond	12,607	10,381	2,226
Victoria	9,643	27,580	2,771
Cape Breton	20,708		
Hants	17,460	14,330	3,130
Kings	18,731	14,138	4,593
Annapolis	16,753	14,286	2,467
Digby	14,751	12,252	2,499
Yarmouth	15,446	13,142	2,304
Shelburne	10,668	10,622	46
Queens	9,365	7,256	2,109
Lunenburg	19,632	16,395	3,237
	330,699	276,117	54,582

Little Miami and Columbus and Xenia Railroads.

The Little Miami and Columbus and Xenia Railroad Companies concluded a contract of union on the 30th November, 1853, and the same became operative on the succeeding day. The two companies mutually agreed to unite permanently their respective roads in their business management and uses as *one*, and that they should be worked together under one superintendent, subject to the direction of a joint committee of four members, two from the directory of each company.

The duties of the committee are to establish rules and regulations for the keeping and settling accounts, and for receiving and paying all moneys accruing from the road or otherwise; and to act as general managers of the two properties.

It is also provided that all the current expenses of the two companies, including renewals, and all current interest becoming due by either company on its bonds or other debts bearing interest, already existing or which may hereafter be created for their mutual benefit, shall be paid out of the gross earnings of the joint companies. After satisfying these demands, the residue is to be applied, first to the payment of the dividends of the two companies, which dividends shall at all times be of equal rate on the stock of each, and

after paying such dividends, the surplus, if any, is to be divided between the two companies or otherwise disposed of as the two boards of directors may by concurrent action order and direct. In this distribution the stock of the Little Miami Railroad is assumed as being $3,000,000 and that of the Columbus and Xenia Railroad as being $1,500,000.

On the 30th November, 1858, the joint companies took a lease of the Dayton, Xenia and Belpre Railroad and have operated it since the 1st Jan., 1859. The rent paid for the same is $29,000 a year.

In 1860, a new agreement was made to which the Cincinnati, Hamilton and Dayton Railroad Company was a party for the joint operation of the four roads for 20 years. This became operative on the 1st May, 1860. The statistics appended, however, only apply to the Little Miami and the Columbus and Xenia.

REVENUE AND EXPENDITURES FOR THE YEARS 1856–1860 INCLUSIVE.

REVENUE:	1856.	1857.	1858.	1859.	1860.
Earnings from passengers	$512,341	$530,901	$532,673	$574,376	$562,373
" " freights	665,404	588,122	614,658	643,673	673,948
" " mails and express	31,891	44,139	53,168	58,706	63,523
Total road earnings	$1,209,636	$1,163,162	$1,200,499	$1,276,755	$1,289,744
Dividends on C. & X. stock	48,099	48,105	43,271	38,488	38,488
Revenue from all sources	$1,257,735	$1,211,267	$1,243,770	$1,315,243	$1,328,332
EXPENDITURES:					
Repairs of freight cars	$51,800	$42,818	$45,186	$51,147	$45,071
" passenger cars	23,232	24,690	23,398	22,651	28,412
" locomotives	51,932	65,479	59,032	54,507	60,779
" machinery	3,930	3,709	1,189	3,778	2,772
" road	96,497	155,334	107,224	142,964	144,252
" bridges	3,895	3,701	2,818	5,901	2,122
" water stations	2,772	2,600	985	825	922
" depots	13,211	8,899	11,805	16,242	8,746
Oil, tallow and waste	17,916	19,238	11,270	14,039	15,485
Fuel	67,406	79,854	77,736	76,802	79,897
Rent	359	1,014	2,067	2,995	4,387
Books, printing and stationery	6,438	5,937	8,077	6,658	8,375
General Ticket Agency	10,012	10,426	.....	.....	....
Taxes	18,384	17,854	10,159	21,259	22,688
Loss and damage	17,315	10,797	9,808	10,619	11,927
Transportation expenses	196,318	212,065	218,642	253,766	252,163
Total working expenses	$581,417	$664,415	$589,396	$684,153	$678,001
Rent of Dayton, Xenia & Belpre R. R.	.....	.....	.....	25,666	28,100
Interest on bonds and other debt	83,153	92,511	105,839	98,995	97,912
Other charges against revenue	.....	19,160	36,049	45,125	16,497
Total expenditures	$664,570	$776,086	$731,284	$856,940	$830,410
Net profit of joint companies	$593,165	$435,181	$512,386	$458,303	$497,922

GENERAL ACCOUNT, 1ST DECEMBER, 1856, 1860 INCLUSIVE.

	1856.	1857.	1858.	1859.	1860.
Rolling stock	$768,036	$863,583	$742,613	$745,591	$745,091
Bills receivable	9,664	9,737	6,272	11,402	9,960
Amounts due from agents	42,780	26,499	29,479	36,038	74,011
" " Transportation Co.'s.	20,697	43,308	47,091	56,582	87,579
" " individuals	32,445	20,170	33,385	10,640	20,640
" " U. S. Post Office	.....	10,709	10,675	24,664	.....
" " Col. and Xenia Co	.....	.....	.....	.....	8,704
Columbus and Xenia Railroad stock	38,400	38,400	38,400	38,400	38,400
" " " bonds	48,000	72,000	96,000	96,000	96,000
City of Cincinnati bonds	7,000	7,000	.....	.....	.....
Cash in hands of officers	108,250	21,056	126,693	141,660	236,786
Materials on hand	115,753	133,642	156,037	141,955	113,271
	$1,191,025	$1,246,104	$1,286,645	$1,302,932	$1,443,933
Bills payable	$7,844	$11,028	$13,601	$13,127	$12,644
Amounts due to agents	7,035	938	1,709	274	935
" " transportation Co.'s	61,804	20,777	42,831	44,602	58,075
" " individuals	12,983	74,475	9,001	3,086	59,492
Partnership account—Little Miami Co.	719,725	750,171	785,816	805,912	875,191
" Col. & Xenia Co.	359,862	375,086	392,909	402,956	437,595
Individual account—Little Miami Co.	21,772	.....	.....	.....	.....
" Col. & Xenia Co.	.....	12,629	40,776	32,975	.....
	$1,191,025	$1,246,104	$1,286,645	$1,302,932	$1,443,938

COST AND MILEAGE OF ROAD, EARNINGS, EXPENSES, ETC.

Years.	Cost of Road and Equipment.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earn'gs less Exp'ses.	Dividends. Am't.	p.c.
1854...	$4,899,019	138.08	$489,158	$509,974	$45,383	$1,044,515	$611,652	$432,863	$208,703	5
1855...	5,000,000	138.08	501,532	480,822	86,745	1,469,099	614,991	454,108	443,664	10
1856...	5,495,599	138.08	512,341	665,404	79,990	1,257,935	664,570	593,165	447,170	10
1857...	5,659,545	138.08	530,901	588,122	92,244	1,211,267	776,086	435,181	447,205	10
1858...	5,715,414	138.08	532,673	614,658	96,439	1,243,770	731,384	512,386	357,767	8
1859...	5,763,415	153.58	574,376	643,673	97,194	1,315,243	856,940	458,303	357,767	8
1860...	5,648,810	153.58	552,373	973,648	102,011	1,328,332	830,410	497,922	357,767	8

	Miles.
LENGTH OF ROAD.—Little Miami R. R. Cincinnati to Springfield.	83.50
Col. & Xenia R. R. Columbus to Xenia	54.50
Total length of the joint railroads	138.00
Road Leased.—Dayton, Xenia and Belpre, Dayton to Xenia	14.50
Total length of road operated	152.50

The rolling stock owned by the joint companies is as follows: 42 locomotives; 36 passenger, 16 baggage, mail and express, 312 box freight, 99 platform, 49 box stock, 25 rack do., 21 lime and 54 gravel cars.

Dayton and Michigan Railroad.

The Toledo *Blade* says "this company are making good progress with their improvements on the Bayon, and this road will soon have a dock front comparing favorably with any in the city. The business of the road has increased very rapidly this season, especially in the transportation of grain, the amount brought over this line forming a prominent item in our daily receipts. The red warehouse at the foot of Monroe street has been fitted up for the reception of grain coming by this route, and will furnish storage facilities for a large amount after the close of navigation, so that we apprehend the Company will not again be under the necessity of refusing to receive freight at the various stations for want of storage room."

Revenues of the New York Canals.

Our readers should, and no doubt will, be gratified to know that, amid the gloom that overspeads the country in consequence of the rebellion, there will not at present be any occasion for the imposition of taxes to meet the interest on the public debt, or to reimburse any principal that may fall due this year or next.

The whole amount of tolls received on the canals during the fiscal year ending on the 30th of September, 1861, is estimated at $3,366,822.

The following comparative statement shows the gross receipts of tolls for the years named:

1859	$1,814,363
1860	2,381,301
1861	3,366,822

Showing a gain in 1861 of $985,621 over 1860, and of $1,552,460 over 1859; or an aggregate of $2,537,981 for the two years—equal to the proceeds of a tax of one and three-fourth mills.

It may not be uninteresting to see what amount of these tolls collected the present fiscal year was paid on the products of this State, and what amount has been paid on through traffic.

The tolls collected at the Buffalo and Tonawanda, Oswego and Phœnix offices, were paid on the products of the Western States and Canada.

Tolls at Buffalo and Tonawanda	$1,580,217
Tolls at Oswego and Phœnix	537,428
Total	$2,117,645

The tolls paid at the four tide-water offices amount to $344,523, and two-thirds of this sum was no doubt on freight going to the Western States and Canada, so that we may assume that at least $2,350,000, in round numbers, has been paid on through traffic, leaving only about one million of dollars to have been paid on the products of this State. We give these figures to show our readers what the canals are now doing towards paying for their construction and maintenance without drawing upon our own citizens to meet those charges. We take a just pride in making these exhibits. They not only show the capacity of our public works in meeting the exigencies thrown upon them, but their ability also in responding a fair revenue upon a proper adjustment of the rates of toll.—*Albany Evening Journal.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*		877,953	503,500	105,255	1,516,704	54.0	-------	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	---	---	-----	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	----
31 Dec. '59	349.9	13.6	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	-------	-------	1,030,957	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	-------	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	-------	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	-------	844,772	502,679	10	135
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	-------	319,106	77,038	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	-------	241,330	127,505	3	----
31 Dec. '59	61.0	—	3.0	—	---	---	-----	N.Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	-------	61.0	-------	107,837	20,627	—	----
31 Dec. '59	46.0	9.0	7.0	—	---	---	-----	New Haven and Northampton	1,400,000	—	—	922,500	700,000	-------	-------	59.7	-------	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	-------	119,146	-------	—	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	—	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	-------	66.0	-------	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	---	---	-----	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	-------	-------	75,672	—	----
31 Oct. '59	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	-------	21,195	-------	6	----
								FLORIDA.													
-- -- '59	154.2	—	----	—	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	—	—	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	-------	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,478,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	-------	—	3,500,000	4,500,000	-------	10,000,000	220.0	845,981	994,569	225,786	13m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,923	1,405,998	2,726,930	4,689,340	3,811,516	-------	10,195,257	168.0	-------	1,514,478	242,564	----	63½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9.344,863	-------	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	-------	1,093,934	309,567	3½	44½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	-------	580,000	*	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,665	1,311,916	319,903	6,023,300	3,524,200	-------	10,469,355	261.3	792,029	1,462,752	652,260	----	69½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	9 6,208	*	—	1,600,000	2,391,000	-------	-------	175.0	-------	485,943	181,529	—	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	-------	33,221,720	708.3	-------	2,721,591	850,630	—	67½
-- -- --	—	—	—	81.5	---	---	-----	Illinois River	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	—	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	---	---	-----	Peoria and Hannibal	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	—	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,196,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	-------	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	-------	236,397	80,109	—	----
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,900,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	-------	404,599	232,773	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-------	-------	-------	—	----
-- -- --	—	—	—	438.0	---	---	-----	Iowa Central Air Line	-------	-------	—	245,000	755,000	-------	-------	—	—	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	—	—	694,444	71,000	-------	-------	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,565	29.0	-------	120,324	54,274	7	80
30 Jun. '60	65.1	---	---	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	-------	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,260	9,455,250	269.0	613,803	716,478	371,122	—	----
-- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	—	-------	-------	-------	-------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22.0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-------	758,774	-------	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,875	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	----
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	40½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	90
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	101½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	100
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,964	1,045,683	439,284	8	100½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	57½
30 Nov. '60	19.9	1.3	3.6	—	---	---	-----	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	90
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,000	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	—	8.4	24,428	15,891	—	—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	99½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	—	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,289,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	106½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,099	910,169	3	43½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	14
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	338	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	----
31 Aug. '60	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,238,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,858	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	48½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	.....	.....	.....	.....	.....	-----	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	.....	.....	-----	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	—	12,678,400	124.2	.....	1,997,065	733,950	12	113
31 Dec. '60	60.2	—	.....	—	.....	.....	-----	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,763,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	.....	.....	-----	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	164,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,718	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	----
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,268	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9		40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8		22,712	34,310	19,856	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5		325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24.7		2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	880,000	2,413,516	201,682	3,627,620	142.0		568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	67.8		317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6		61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3		46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0		967,065	2,047,145	778,121	—	33½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5		258,763	343,021	119,454	—	9½
30 Sep. '60	297.8	268.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,376	40,638,447	655.9		3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0		3,019,000	5,180,321	1,827,406	—	26
30 Sep. '60	138.0	2.1	29.6	—	33	96	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.6		—	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0		40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8		395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9		69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4		79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2		119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E.	22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0		3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3		114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0		—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,864,212	*	—	1,200,130	1,643,153	121,065	—	81.0		191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0		280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7		212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9		—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0		—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0		—	206,917	106,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8	—
15 Mar. '60	61.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,660	364,072	—	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3		382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0		—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8		304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		—	1,084,692	574,275	12	95
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,560,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0		230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6		402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5		646,413	772,093	332,093	4	7½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		—	919,971	493,956	—	30½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5		75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0		144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	250,824	5,241,812	144.0		—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6		—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0		40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,368,867	45.0		—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	78
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,830,030	18,794,721	192.3	—	898,518	169,943	—	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—	—
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,000	2,134,000	439,261	5,508,357	206.9	—	—	577,958	211,894	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,250,000	53,500	—	—	146.0	—	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	—	2,191,336	1,316,688	6	68
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,345	55.5	—	436,237	153,354	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	20.9	11.3	4.8	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,609	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,029	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	51½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,468,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	97,399	—	4½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,551,158	3,067,289	3,474 545	13,261,960	17,163,947	867,489	32,407,121	423.0	3,476,812	5,932,701	2,296,402	—	37½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,627	—	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48½
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	3,312,546	858,597	—	16
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	48,677	1,236,597	471,712	6½	33½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pitts'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	28	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Sep. '59	9.2	15.3	14.9	—	....	....	....	Schuylkill Valley	573,616	*	—	573,616	.....	.....	573,616	24.5	.....	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	....	.....	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	----
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	----
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	----
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859.	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	----
1859.	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859.	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859.	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	.....	.....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56.0	—	....	184.0	.....	.....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	....	110.0	.....	.....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— — '59	28.0	—	....	756.0	.....	.....	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60,589	.....	90.7	118,219	1[illegible]3.750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	960,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	....	—	.....	.....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	749,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	----
25 Mar. '59	199.8	—	....	—	.....	.....	....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	----
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	....	27.8	.....	.....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '60	191.9	42.5	28.3	—	.....	.....	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	16½
— — '57	50.0	—	....	85.0	.....	.....	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
10 May, '61	104.0	—	....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	161.0	228,627	213,964	68,438	—	----
— — '58	10.0	—	....	55.0	.....	.....	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	----
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,903	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	----
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
— — '57	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108 0	193,683	116,225	41,985	—	----
30 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60.0	.....	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	....	60.1	.....	.....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	81.5	.....	.....	.....	—	----
								NEW GRANADA.													
.. Dec. '60	48.7	—	....	—	....	....	....	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	12	111

New York Stock Exchange.

Sale Prices for the week ending Sept. 11, 1861.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
FEDERAL STOCKS:—						
U. S. 5s, 1871		80⅛				
U. S. 5s, 1874	80	78	80	80	80¼	80¼
U. S. 5s, 1865		77⅛	87	87¼	87½	87
U. S. 6s, 1881	89	89⅞	89⅛	89⅛	90¼	90⅛
U. S. 6s, 1862	95¼	95			95	
U. S. 6s, 1867		88		88⅛		
U. S. 6s, 1868		88				
U. S. 6s, 1880						
Treas. 12 p. c. notes	100⅛	100⅛	101			
" 6 " 2 years	98⅛	98⅛	98⅛	98⅛	98⅛	98⅛
STATE STOCKS:—						
California 7s	77½	77½	77⅛	76½	76	
Georgia 6s			67	66	66	65
Illinois 6s						
" Canal bonds		80½		80½		
" Coupon b's,'77	82½			83	83½	84
" " '62	82½				83½	
Indiana 5s						
Kentucky 6s	74½					
Louisiana 6s	55		56½	56	55	55½
Maryland 6s						
Michigan 6s		80½	81⅛			
" 7s						
Minnesota 8s		65				
Missouri 6s	43⅛	43⅜	44⅜	43⅛	43⅜	43⅜
Do. iss. to H.& St.J.R.	47⅛	47⅛	48	47		
New York 6s, 1874		102½				
North Carolina 6s	62	62	63½		63	63⅛
South Carolina 6s						
Ohio 6s	92			89⅛	89⅛	93
Tennessee 6s, 1890		43⅞	44⅞	44	44	43
Virginia 6s	54⅛	54⅛		54	54⅛	55
RAILROAD SHARES:—						
Chicago, Burl. and Q.	61	62	62	62	63⅞	63⅜
Chicago and Rock Isl.	43⅜	43⅜	44	44⅛	45⅛	44⅛
Clev., Col. and Cin.	95	95			95	95
Clev., Painesv.& Asht.						
Clev. and Pittsburg					7⅛	
Clev. and Toledo	30⅛	30⅛	30⅛	30⅛	30⅜	30⅜
Del., Lack. and West.	68					
Galena and Chicago	67⅛	69⅛	69⅛	69⅛	69⅞	69⅛
Hudson River			33⅛	33⅛	33⅛	33⅛
Illinois Central (scrip)	65	67⅛	67⅛		67⅛	67⅛
Indianapolis and Cinc.						
Michigan Central	42⅛	42⅛	43⅛			
M. S. and N. I. guar'd,		31	31	31	31⅛	31⅛
M. S. and N. I.	14	14	14⅛	14⅛	14⅛	14
Mil. and P. du Chien	15	15⅛	17	18	19⅛	16⅛
M. and P. du C. pref.	46			48		
New Jersey Central.	111	111	112			
New York Central	73⅛	73⅜	74	73⅜	73⅜	73⅜
Erie	24⅛	25	25⅛	25⅜	26	
Erie pref.	47⅛	48			47	
Erie Assessment Scrip						
N. York and Harlem			10⅛		10⅛	10⅛
N. Y. and H. "pref."		25⅛		25⅛		
Panama		107	109	110½	110⅛	111
Phila. and Reading	35⅛		36⅛	36⅛	36	36
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.						
Chic. and N.W. 1st M.			39		39⅜	
" " 2d M.			16			
" " S. F.		81				
Cl. & Tol. S.F. 7 p.c.'85						
Chi., Bur. and Q. 8 p.c.				92		
Chi. and R. I. 1st M.'70				92		
D.L.& W.1M.8p.c.'71-5						
" 2M.8p.c.'81						
Gal.and Ch.1M.8p.c.'63						
" 2M.8p.c.'75						96
Hann. & St.J. 1 M. 8s						
Hudson R. 1M.7p.c.'69		103			103	103⅛
" 2M.7p.c.'60						
" 3M.7p.c.'75						
" sink. fund						
Illinois Centr.7 p.c.'75	92⅛	93	93	93	93⅛	93
" " 6p.c.'75	92⅛	93	93	93	93⅛	93
L. Erie & Wab. 1 M.	61			63		
" " 2 M.						
Mich.Cen.S.F.8 p.c.'82	97					
" conv.8p.c.'69	97					
Mich. Southern 1st M.	83					
" " 2d M.	59	62				
" " S. F.	75	76	76			
M.S.& N.I. 1 M. S. F.						
" 2 M.8p.c.'77						
Northern Ind. 1 M.	81⅛					
" " 2 M.						
N. J. Central 1st M.	103					103
" " 2d M.						102⅛
N.Y. C.6p.c. certif.'83	92	92		92	92	
" 1 M. 7 p.c.'64	100⅛					
" bonds 1876	100⅛	101				
N.Y.& E. 1 M. 7 p.c.'67					105	
" 2 M. 7 p.c.'79	98⅛	98⅛			98⅛	
" 3 M. 7 p.c.'83						
" 4 M. 7 p.c.'80						71
" 5 M. 7 p.c.'83						
" conv.7p.c.'62						
" " 7p.c.'71						
" S. F. '75						
N.Y. & H.1 M.7p.c.'73	93⅛					
" 2 M. 7p.c.'64					90	
" 3 M. 7p.c.'67						
T.Haute and Alt. 1st M.	60					
MISCELLANEOUS:—						
Del. and Hud. Canal.	86			85½		85½
Penn'a Coal Co.			76			
Pacific Mail S. S. Co.	77⅛	79⅛	79¼	79	80⅛	80⅛

The following are the closing prices in the London Market on the 28th August:

United States 5s, 1874	72	to	73
Virginia 6s	48½	"	50
Erie shares, ex assessment scrip	23	"	24
Erie shares, 7 per cent. preference	44½	"	45
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	82	"	84
Illinois Central $100 shares, $80 paid, dis.	39½	"	38½
Illinois Central, all paid	59	"	60
Michigan Central 8s, Convertible, 1869	x.c. 79	"	81
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859	x.c. 86	"	88
New York and Erie, 3d mort., '83, assented	" 75	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	x.c. 94	"	96
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, September 14, 1861.

Share and Money Market.

There has been an increased activity the past week in the share market, with a considerable improvement in railroad stocks, and in government securities. The advance in the latter is decided, with a very firm market. Such advance, with a supply coming upon the market, equal to $1,000,000 per day, is a very favorable evidence of the confidence reposed in the government. The rest of the list is firm as a natural consequence. There has been considerable fluctuations in Southern State stocks, and a large decline in some, particularly in Tennessee, owing to the rumor that government was about to prevent their being dealt in at the Stock Exchange. No such order has yet been issued. The improvement in Western shares has averaged from one to three per cent. The earnings of all our roads continue satisfactory, and in some instances show a decided improvement over 1860. Money continues as abundant as ever, but rates are a trifle higher. There is a decided improvement in trade, with a prospect of considerable activity in commercial operations, for the rest of the year.

The canal receipts of Indian Corn at Albany the present year have been very heavy. They compare with last year, the next heaviest report, as follows:

	Bushels.
August, 1861	3,787,300
August, 1860	3,229,800
Increase	557,500

The increase of tolls on the canals for the present season amount to $357,240 79, as follows:

Amount of tolls received the fourth week in August, 1860	$122,358 90
Amount of tolls received the fourth week in August, 1861	160,167 50
Increase in 1861	$37,808 60
Amount of tolls received from the opening of navigation, to and including the fourth week in August, 1860	$1,563,896 42
Amount of tolls received from the opening of navigation, to and including the fourth week in August, 1861	1,921,137 21
Increase in 1861	$357,240 79

The deliveries of grain in Chicago for three weeks past are beyond all precedent, and the prospect is, that this scale of receipts will be continued through September and October, if not later in the season. The table dates from the breaking out of hostilities in April last:

GRAIN DELIVERIES AT CHICAGO SINCE APRIL 15.

Week ending	1861.	1860.
April 20	238,159	428,919
April 27	462,712	529,977
May 4	613,039	514,584
May 11	902,820	836,293
May 18	984,538	677,333
May 25	1,088,210	817,163
June 1	1,085,405	827,348
June 8	1,326,146	675,103
June 15	1,228,450	524,076
June 22	1,097,967	675,512
June 29	1,081,888	827,271
July 6	1,124,945	960,345
July 13	1,078,763	685,887
July 20	1,638,607	996,982
July 27	1,590,092	646,476
Aug. 3	1,610,060	669,123
Aug. 10	1,278,209	913,898
Aug. 17	1,268,209	1,212,795
Aug. 24	1,827,445	1,648,110
Aug. 31	2,235,219	1,345,137
Sept. 7	2,221,572	1,365,597
Total bushels	26,014,435	17,793,130
Increased deliveries	bushels	8,221,305

Southern State Stocks.

One of the most striking effects of the rebellion is the excessive depreciation in the market value of the bonds of all the seceding States, in which those of Kentucky and Missouri, States loyal to the government, largely sympathise. The following table, copied from the American Circular of Messrs. Samuel Hallett & Co., will show the amount of these debts, and the objects for which they were contracted:

States.	Total amt. of debts prior to rebellion.	Contr. for the construc. of public works.	Do. to provide capital for banks.	Do. for other objects.
Alabama	$6,030,778	$.	$3,423,000	$2,607,778
Arkansas	3,020,997	.....	3,020,997	.....
Florida	7,500,000	3,000,000	4,500,000	.....
Georgia	3,170,780	3,170,780	.....	.....
Kentucky	5,573,244	3,592,412	600,000	1,381,832
Louisiana	10,099,074	2,020,997	5,398,533	2,679,544
Mississippi	18,000,000	.....	18,000,000	.....
Missouri	23,602,000	22,901,000	.....	701,000
North Carolina	9,129,505	7,663,140	.....	1,466,365
South Carolina	6,292,643	3,000,000	2,770,802	521,841
Tennessee	16,643,607	14,910,607	1,125,000	606,000
Virginia	37,478,528	32,131,578	3,346,950	2,000,000
Total	$146,537,256	$92,390,514	$42,185,282	$19,166,460

Of the above, the debts of the States of Mississippi and Florida, to the amount of $22,500,000, including interest, have been repudiated. To these should be added that of Arkansas, which has also been practically repudiated, making a total of such debts, $25,520,997, leaving $121,021,253 upon which interest was regularly paid up to the period of the re-

bellion. Of this sum, $92,390,514 was contracted for the construction of public works, chiefly railroads; $16,637,285 to supply banking capital, and $11,966,460 chiefly for the erection of government buildings and educational purposes.

With the exception of Virginia, the debts of none of these States were excessive, compared with their population and means of payment. The public works for which they were contracted, so largely added to the resources of the people, as fully to compensate for the increased burdens, although, as a general rule, the works themselves were unproductive. The following is a brief sketch of the history of the debts of each State.

The greater portion of the debt of Alabama was contracted to supply capital to Banks. The original amount was $15,400,000, which, by good management, has been reduced $3,423,000. Previous to the rebellion, the finances of the State were in excellent condition.

The debt of Arkansas was also contracted to supply capital for Banks. The original amount was $2,676,000. A portion of it has been paid by the assets of the Banks, but none by the State, although the debt was contracted 24 years ago. It may be regarded as virtually repudiated.

The Territory of Florida contracted a debt of $3,900,000 to supply capital for Banks. These institutions proving unsuccessful, the people, on being admitted as a State, repudiated the debt by a specific clause in their constitution. In 1855 the State being possessed of a large amount of lands, some 15,000,000 acres, set them apart as a fund to aid in the construction of a system of railroads, authorizing the Board of Trustees, to which they were conveyed, to issue to the companies bonds to the amount of $10,000 per mile of road. These bonds also constituted, by law, a first mortgage on the roads. The State is not liable on account of them, and made no other provision for the payment of the same than that recited. Under this system, about 300 miles of railroad were constructed, and bonds to the amount of some $3,000,000, issued. The interest was paid, up to the rebellion, partly by the companies and partly by the land fund. The roads are now wholly unproductive, and the proceeds of the land fund, in the hands of the Trustees, nearly, if not entirely, exhausted.

The debt of Georgia, with the exception of $500,000, was contracted for the construction of the Western and Atlantic Railroad. This is a valuable work, and up to the rebellion was producing more than enough to pay the interest on the State debt. The $500,000 referred to, was a subscription to the Savannah, Albany and Gulf Railroad. The finances of this State have always been in excellent condition.

The greater portion of the debt of Kentucky was contracted for the improvement of the navigation of its rivers and for McAdamized turnpikes. These, though of great advantage to the State, have proved in a great measure unremunerative. A small subscription was made to the Louisville and Lexington Railroad, and one of $600,000 to the Northern Bank of Kentucky. The finances of this State have been well conducted, and its credit has always stood deservedly high.

Of the debt of Louisiana, $5,398,533 is on account of Banks, and $2,020,997 on account of railroads. The investment in the Banks has proved productive, while that in railroads may be put down as a total loss. The finances of the State for some time past have been in a prosperous condition.

The debt of Mississippi, originally $7,000,000, a portion of it being contracted in 1830, was to provide capital for Banks. These institutions failed, and the State has, by a popular vote, repudiated a portion of the debt, and has never made provision for any portion of it, either principal or interest. With the accumulated interest, it amounts, at the present time, to at least $18,000,000.

Of the total amount of the debt of Missouri, $22,901,000 is on account of railroads. The bonds issued have been instrumental in constructing 740 miles of road, costing $35,000,000. They constitute, by law, a first mortgage on the several roads on account of which they were issued. Of these bonds, $3,000,000 were issued to the Hannibal and St. Joseph Railroad, the interest of which has been regularly paid by that company. To the Pacific Railroad, bonds to the amount of $7,000,000 have been issued. The net earnings of this road have so far been applied toward construction. Its traffic, as far as completed, indicates a profitable business when extended to the boundary of Kansas. To the Southwest Branch of the Pacific Railroad, bonds to the amount of $2,800,000 have been issued. This branch has a land grant of nearly 1,000,000 acres. To the North Missouri Company $4,350,000 in bonds were issued; to the St. Louis and Iron Mountain $3,500,000; to the Cairo and Fulton $650,000, and to the Platte County $300,000. All the companies, with the exception of the Hannibal and St. Joseph, have made default in the payment of interest, and their roads, consequently, by law, have vested in the State. The half yearly interest, due 1st July, 1861, was not paid, owing to the treasonable conduct of the governor, who has been driven from the State and removed from office. The roads constructed have proved a vast benefit to the State. The burden of the debts assumed on their account is comparatively light, and the lapse in the payment of interest was occasioned by political troubles over which, at the time, the people had no control. As soon as order is fully restored, the payment of interest will unquestionably be resumed. Missouri has been steadfast in her loyalty to the government, notwithstanding the treason of her governor and a considerable portion of her legislature.

The greater portion of the debt of North Carolina was recently contracted for the construction of a system of railroads which, though unproductive, have proved a great advantage to the people. The State stands in the position of stockholder, for the greater part of the money expended, and derives but little revenue from its investments. Its affairs, however, have always been well managed, and its credit up to the rebellion, stood high.

South Carolina has rendered aid to nearly every road within it. With the exception of its investment in the Blue Ridge Railroad, an unfinished work, its investments have proved productive. The State has also a large investment in the South-Western Railroad Bank, which has also been remunerative. Its finances have always been in a sound condition, and its credit high.

Tennessee has been one of the most enterprising of the Southern States, and has had the best system of internal improvements of any. To aid in its construction, the State loaned its credit to the amount of $10,000 per mile, with some additions for expensive structures, taking a first mortgage upon the roads, the respective companies undertaking to pay the interest, which, with some slight exceptions, they have been enabled to do from earnings, saving the State from all responsibility. Under this system, 1,200 miles of road have been constructed. The holders of the bonds, consequently, have a double security—the faith of the State, and completed roads, yielding an income sufficient to pay the interest. Upon return of peace there can hardly be a doubt but that the obligations of the State will be faithfully met.

Virginia labors under the double disadvantage of possessing a very bad system, and an enormous debt—that for public works alone, with guarantees of bonds for insolvent companies, being $32,131,578. Toward the construction of an extensive system of turnpikes and railroads, the State subscribed three-fifths of their share capital, which in a great majority of cases, owing to its sparse population, and non-commercial habits of its people, have been almost entirely unproductive. In this, alone of all the Southern States, has a system of public improvements proved a severe burden to the people, so much so, as to be the reason assigned for a large emigration to other States, and a cause of a great deal of political discontent.

Previous to the rebellion the affairs of nearly every seceding, non-repudiating State, were in a prosperous condition. This event put an end to their internal as well as external commerce, and their railroads have in most cases been surrendered up to the Confederate Government, which has monopolized their use for the transportation of troops and munitions of war, paying therefor in Confederate bonds. While the war continues they must remain unproductive. Upon the restoration of peace, so that effect can be given to the laws of the United States, in some of the States, particularly in Tennessee, the holders of bonds can enforce their claims against the roads, in favor of which, they were issued. In the Missouri,

this remedy now exist in favor of the bondholders of the defaulting roads. Of the States named two only, Tennessee and Missouri, allowed default to be made on the July interest

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations. By M. CEZANNE, Engineer des Ponts et Chaussees. Translated by J. BENNETT.

PART THIRD.

(Continued from p. 597.)

Air Pumps.—The air pumps used at Szegedin were composed of two vertical cylinders a short distance apart. In the upper cylinder, which was 8.66 ins. diameter, the steam worked a piston having the same rod with the piston of the pump, which was 11.8 inches in diameter.

The stroke of the piston was 7.87 ins.; the number of strokes per minute was from 100 to 120.

These machines were double-acting, with a variable expansion and a free escapement. They were from 10 to 12 horse-powers and weighed 4,840 pounds; the steam was furnished by old locomotives planted upon a pontoon, coupled with a similar pontoon, bearing the coal and watchman's box.

The apparatus thus being installed, the bell loaded with the counterpoise, designed to equilibrate the interior pressure, the column being inserted between its guides, and the inner doors of the air chamber being shut, with one valve at least open, the pumps were set at work. At first there was much leakage through the air chambers, but the pressure increasing closed the doors or valves against the linings, and the joints became air-tight. At Szegedin, it required one hour's work of one pump to obtain one atmosphere of pressure. When the interior pressure was sufficient, the interior cock of the syphon was opened, and the water rose to its delivery. By a little contrivance the water could be exhausted at a less pressure than required by the usual hydrostatic laws, by slackening a joint in the lower part of the interior syphon, a little air was admitted, and the mixture of air and water being lighter than water, was raised before attaining the pressure required for pure water.

The diameter of the syphon was 2.36 ins.; the time required to draw off 705.7 cubic feet of water was, in good working condition, one hour.

When the water was exhausted, the men went in, and the work began. A gang was usually composed of nine men:

One overseer, sometimes inside, sometimes outside.

Two miners at the bottom of the column.

Four hands at the interior windlass (placed upon the platform), upon which was rolled a chain, with a full bucket ascending at one end, and an empty bucket descending at the other.

Two men upon the reservoir, to draw up the full buckets placed in the air chamber by the men within. This operation was performed by means of a common wood windlass placed upon the counterpoise.

There were besides these, a stoker and his assistant, and one to take charge of the manometer.

The valve being opened, the men and the buckets were passed into the air chamber. The men at the exterior windlass made fast the hook of their chain to the ring or handle of the valve, and raised it to press against the india-rubber lining.

The cocks being suitably worked by the person who enters or by the men outside, if a bucket is to be passed, the air blows in the chamber; the valve closes of itself, and the lower door opens.

Physiological Effects of the Compressed Air.—This is the proper place to give some details as to the physiological effects of the compressed air. It may be regarded in three phases—the entrance, the remaining, and the departure.

When cooped in the air chamber to allow the closing of the upper valve, a cock is opened for the entrance of the air, one is immediately seized with a violent buzzing in the ears, attended with pain, whose intensity varies with individuals. The air is of an oppressive heat, with a strong smell of caoutchouc and sweat. There is utter darkness. Care must be taken to avoid opening the cock for the entrance of the air, before making sure that the outlet orifice is well closed. If this precaution is neglected, one is caught in a violent current of air, which immediately causes severe neuralgic pains in the teeth, temples, and ears.

When no regard is paid to favoring the ears, and the cock is opened briskly, as is usually done by the workmen, the pressure is established in less than a minute, and the lower door opens. On reaching the platform at the side of the windlass hands, the air is very damp and heated by compression; this space resembles a drying room, and at Szegedin the thermometer rose above 140°.

To reach the miners, one is lowered in a bucket; and in proportion to the descent, the air becomes more fresh and pure. At the bottom of the column, when the water is completely cleared, and the bottom dry, the position is supportable; still the excessive comfort spoken of by an author* is not experienced, but a sensation of relief similar to that succeeding a painful operation.

The passage through the air chamber is quite disagreeable; some persons, however, are so accustomed to it as to think nothing of it; but there are workmen who, after many weeks perseverance, become discouraged, and decline the high pay tendered as a bonus for their sufferings.

The position at the bottom of the tube, under a pressure of 3 atmospheres, may be prolonged many hours without inconvenience; the tone of the voice is somewhat changed, the respiration increased as by a rapid walk; a dry cigar kept in motion is consumed in a flame; the wax-lights burn rapidly, but with a smoky flame, depositing lamp-black on all sides; it quickly blackens the nostrils, the bottom of the throat, and penetrates the lungs; smut is blown from the nose, and spit from the month, for many days after a long stay in the tubes. These discomforts are more apparent with oil lamps.

The time of departure, though but little painful for the majority of individuals, is the most dangerous for the workmen. As soon as the compressed air escapes from the air chamber, the temperature lowers suddenly, the vapor condenses, and when the upper valve is opened, one issues surrounded by a cloud. At this moment blood sometimes flows from the nose and the throat; some persons experience violent neuralgias, but of short duration; others have tooth and headache for many days.

Most frequently the leaving is attended with no other sensation but that of a cold air douche, followed by a slight tension of the ears.

The men who usually work in the tubes look ill; but they persevere steadily, and up to pressures of 3 atmospheres we may be sure of finding as many workmen as are required for the working of the tubes.

There were at Szegedin some miners who had worked at the Quarantaine bridge at Lyons, and at the bridge at Macon, whose health was perfect. One died of paralysis of the lungs, but his habits were very irregular.

The fever, endemic along the borders of the Theiss, has not attacked the miners more than other workmen; in a sanitary view it seemed that they might be rather classed by nationality; the Italians and the Germans were the most sickly, the French and Hungarians were in better health.

A gang of nine men worked six hours and rested six hours; the work progressed night and day.

Fifteen buckets of clay or sand were taken out per hour; the contents of a bucket being 2.47 cubic feet.

The slowest operation was the raising of the buckets, and some interest was felt in expediting the work; at the bridge of Bordeaux, this was effected by making an opening in the cylindrical sides, midway of the column, to which was fitted a special air chamber, through which the excavation was emptied.

*Revue des Deux-Mondes, 1st Nov., 1857, p. 207.

At Szegedin, the ends of the chain bearing the buckets, on leaving the windlass, passed over a gibbet, fixed upon the plane part of the air chamber, and movable around a vertical axis. By this arrangement the bucket is raised to the level of the air chamber, in which it is deposited without effort if the vertical door is open.

Then this door is pushed to, the cock is turned, the door closes, the upper valve falls, and the men outside fasten their end of the chain in the handle of the bucket, raise it, and replace it by an empty bucket, which by a turn of the cock is put at the disposal of the men inside.

Sinking of the Columns.—When the excavation has reached the end of the tube, the miners leave, after taking up the lower branch of the syphon, and placing their tools upon the interior flooring; the column is adjusted in its guides, and the escape valves are opened briskly.

The effect then produced varies with the nature of the bottom, and in the same bottom with the plugging of the tube, the height of the water, and the load of the column, &c.

At the first trial of the sinkage of a column on the Theiss (the first pier) it lowered rapidly, carrying with it the guides, and there were fears of its swamping. It stopped after a descent of fourteen feet. Usually the descent varied from 3 ft. to 6.6 ft.; often, whatever the load upon the column, it remained insensible to the discharge of the air, and then started without apparent cause.

The interior pressure of the air equilibrates at the same time the outward pressure of the water and of the air, and the weight of the column, which would itself be lifted up were it not amply loaded. The moment the air escapes, the water enters violently at the bottom, bearing the earth with it, and the tube falls in proportion to the undermining thus made at its foot. The motion stops when the mass of water and sand let inside equilibrates the outward pressure, and when the friction of the tube is in equilibrium with its weight. The friction is very slight in sand and fine gravel, but enormous in clay. Now, as the latter is more difficult to undermine than the sand, we see that the effects of discharging the air must vary with the proportion of clay or sand in the bottom. When a column which has only gained a few inches under action of many discharges of air, falls suddenly 1 or 2 yards, it is from the fact that having passed with difficulty through a clay bed, it then meets with a bed of sand more easily disturbed.

A column weighing 120 tons, having a depth of 19.7 feet, in a clay bottom, is stopped in the descent when there is a difference of 32.8 ft. between the levels of the internal and external water, and with only a slight interior tamping; while in the sand, a column weighing 40 tons, having a depth of 32.8 feet, and a tamping of 16.4 feet, falls of itself if the rising of the water produces only a difference of 6.5 feet in the level.

In clay, the column adjoining that worked upon generally remains immovable during the ascent of the latter; in sand, it either settles or inclines. In clay, the columns have a slight tendency to deviate; in sand, they generally incline up stream, because on that side the river makes the first undermining.

From the above remarks it is seen how little control is had in arresting the columns at a desired plane, or in preserving a vertical direction. Each bottom has its inconveniences and its resources, and it becomes necessary to feel the way along by trial. The columns deviate most frequently in sand, but the deviations are most difficult to be righted in clay. The best bottoms are the gravel.

(to be continued.)

Northern Central Railroad.

The earnings of this road for June were $108,000, and for July $170,000, including the sums received for the transportation of troops, government stores, etc. The net earnings of the road from the 1st of January to the 1st of August, were upwards of $300,000.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	67½
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'66-'70	103
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	-------	†	------	----
2d Mortgage	-------	†	------	----
3d Mortgage	-------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	92
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81½
1st Mortgage	3,600,000	7	------	39½
2d Mortgage	2,000,000	7	------	15½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,164,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	78
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	-------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	96
1st Mortgage (E. Extension)	1,500,000	---	1875	96
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	-------	7	1891	----
Free Land, 2d Mortgage	-------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	----
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103½
2d Mortgage	2,000,000	7	1860	95½
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1867	69
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	93
Construction	4,115,000	6	1875	93
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	91
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	10
2d Land Grant (Western Div.)	353,600	†	------	10
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	96½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	97½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	67½
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	81
Northern Indiana	985,000	†7	1861	81½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	----
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	76
2d Mortgage	2,850,000	†	1877	62
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	65
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	105
2d Mortgage	4,000,000	7	1864	98½
3d Mortgage (convertible)	6,000,000	7	1883	84½
4th Mortgage (convertible)	3,729,000	7	1880	71
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	93½
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	85,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	74
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	94
2d Mortgage	2,319,000	6	1875	90
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Conpon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	438,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,676,300	6	1880	90
Mortgage	3,103,600	6	1870	84½
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	436,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	60
2d Mortgage (convertible)	2,000,000	7†	'68–'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	62
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	27
3d M. (L. Er., Wab. and St. Louis)	1,847,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,132,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (conpons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	180,000	6	1873	----

Boston and Maine Railroad.

We have compiled from the annual reports made by this company to the Legislature, the following statement in reference to the cost, mileage, earnings, expenses, etc., of this road since 1840. The average mileage has been 73.31. The average cost $3,146,781. The gross earnings from passengers $7,278,757; from freight, $4,064,609; from mails, etc., $435,078—making the total gross earnings for the 21 years ending November 30, 1860, $11,778,444, or an average of $560,878 per annum. The aggregate expenses during the same time have been $6,301,337, or an average of $300,063. The net earnings, $5,477,107, or an average of $260,814. The dividends declared have amounted to $4,315,415, or 139¾ per cent.; the average yearly dividend has been $205,496, or 6⅔ per cent. The mileage in 1860 was 83.05. Cost of road and equipment, $4,271,417. The receipts from passengers, freight, mails, etc., $990,930; the expenses, $515,211; and the net earnings, $475,719. The dividend declared in that year amounted to $332,456, or 8 per cent. on the capital stock. We give elsewhere the report of this company made to the stockholders for the fiscal year ending May 31, 1861, together with a brief historical sketch of the road.

☞ At a recent meeting of the Canadian Directors of the Grand Trunk Railway, at Montreal, Mr. Watkin, the representative of the English Directors, and Mr. Ward, of Boston, Mass., were added to the Board in the places, respectively, of Mr. T. G. Ridout and Hon. Peter McGill, deceased.

Railroad Earnings.

The statement of the Illinois Central Railroad for August is as follows:

Land Department.

Acres Construction Lands sold	2,605.66	for	$35,115 15
Acres Interest Fund L'ds sold	80.00	"	1,046 40
Acres Free Lands sold	796.61	"	12,157 76
Total sales during the month	3,482.27	for	$48,319 31
To which add Town Lot sales			1,831 00
Total of all			$50,150 31
Acres land sold since Jan'y 1, 1861	71,360.66	for	$1,096,834 07
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,331,634.12	for	17,244,817 98
Construction bonds canceled previous to August 31			$1,863,000 00
Collections in August on Construction bond account			37,000 00
Collection in August for free land and interest account			38,495 04
Total collections to 31st Aug., 1861			4,633,814 12

Traffic Department.

Receipts from Passengers	$53,963 45
" Freight	170,958 10
" Mails	6,358 33
" Rent of road	4,933 33
" Other sources	3,067 21
Total receipts for August, 1861	$239,280 42
Do. do. 1860	248,970 68
Total receipts since Jan'y 1, 1861	$1,845,397 44
Total receipts in corresponding period of 1860	1,615,786 45
Increase	$229,610 99

The earnings of the Galena and Chicago Railroad for August, 1861, were $144,705 57
August, 1860 166,540 84

Decrease $21,835 27

Corrected earnings for the previous month, $145,389 19.

The earnings of the Chicago and Rock Island Railroad for August, 1860, were $133,455
August, 1861 119,395

Decrease $14,060

The earnings of the Cleveland and Toledo Railroad for August, 1861, were $60,928
August, 1860 65,910

Decrease $4,982

The net receipts of the New York and Harlem Railroad for August, 1860, were $104,941 18
1861 92,033 46

Decrease $12,907 72

The expenses of working this road have been largely reduced, by economy and reduction of service, nearly equal to the above falling off in business. The new arrangement for funding the over-due bonds of the Company is going on successfully. About $75,000 have already been exchanged. The new bonds are abundantly secured.

The Milwaukee and Prairie du Chien Railroad makes the following satisfactory exhibit:

For passengers	$6,718 89
For freight	26,894 14
For sundries	1,814 98
Total for last week in August, 1861	$35,428 01
Do. do. do. 1860	15,057 17
Increase	$20,370 84
Earnings for August, 1861	90,461 33
Do. do. 1860	60,228 67
Increase	$30,232 66
Earn'gs for first eight months of 1861	$646,847 88
Do. do. do. 1860	360,660 34
Increase	$286,187 54

The receipts of the Grand Trunk Railway of Canada for the week ending Aug. 24, were $50,267 17
Week ending Aug. 25, 1860 60,734 29

Decrease in 1861 $10,467 12
Total traffic from July 1st, 1861 $462,443 35
Corresponding period previous year 435,843 56

Increase $26,599 79

The receipts of the Grand Trunk Railway of Canada for the week ending August 31st, 1861, were $58,033 04
Corresponding week, 1860 66,536 54

Decrease $8,503 50
Tot. traffic from July 1, 1861, to date $520,476 39
Corresponding period, 1860 502,380 10

Increase $18,096 29

The earnings of the Toledo and Wabash Railroad for August, 1861, were $137,222 54
August, 1860 122,784 97

Increase $14,437 57

The earnings of the St. Louis, Alton and Chicago Railroad in August, 1861 were $103,189 46
August, 1860 103,635 11

Decrease $445 65
First eight months of 1861 $635,045 38
" " " " 1860 597,267 12

Increase $37,778 26

For the last week of August the earnings were $57,540 13, being the largest of any single week in the history of the road. The Cincinnati *Gazette* says:

During the past few weeks the demand for cars along the route has greatly exceeded the ability of the Company to supply, and the amount of freight now offering or awaiting shipment is without any precedent. Had the equipment of the road been as large as required, or as could have been successfully employed, the revenue of the past month would not have fallen below $250,000.

Journal of Railroad Law.

PURCHASES OF RAILROAD CORPORATIONS FOR OTHER THAN OBJECTS ALLOWED BY ACT OF INCORPORATION. WHEN SUCH PURCHASES ARE SUSTAINED, AND THE RIGHTS OF OTHER PARTIES PROTECTED.

The Northern Railroad Company was incorporated in 1845 to construct, maintain and operate a railroad from Ogdensburg to Lake Champlain. The terminus on the lake is at Rouse' Point. In 1852, one James F. Church became the purchaser in his own name of fourteen barges, and had them registered in his name, and used and employed them in a transportation line from Rouse's Point to the city of New York, known as Church's Ogdensburg Railroad Line." The money for the payment of those boats was furnished to Church by the Railroad Company, with directions to purchase the barges in his own name; and at the time of such purchase and during all the time Church ran and used the barges, he was the station agent of the Railroad Company and in its employ, and it received the profits and defrayed the losses of the transportation line.

Prior to March, 1852, one Edwin Le French who was the station agent of the Railroad Company at Ogdensburg, and a British subject, purchased the British steamer Boston, at Quebec. She was registered and enrolled in his name as owner in the Canada offices, and French made and delivered to the corporation a declaration that he held the property in trust for it. The corporation was to have all the profits from running the steamboat, and was to sustain all the losses incident thereto.

Subsequently to these transactions, the company being indebted to the plaintiff in certain sums, it was agreed that to secure the payment of this indebtedness, the barges should be conveyed to the plaintiff, and the steamboat should be conveyed to one Dickinson, free from all incumbrances. Dickinson and the plaintiff were then to charter the steamboat and barges to the president of the company. If the sums due to the plaintiff were paid on or before the 1st of June, then next the plaintiff agreed to procure a conveyance from Dickinson of the steamer, and would himself convey the canal boats to such persons as the company should appoint. It was also agreed that if there was a default in the payment of the amounts to grow due it might be lawful for the plaintiff to cause the steamboat and canal boats to be sold in order to satisfy his debts. The steamboat was sold on the 23d of Oct., 1855, to one Crane, as the highest bidder, for $11,500.

The referee before whom the case was tried, found as conclusions of law that the plaintiff was the owner of the boats, or barges, therein mentioned; that the defendants wrongfully converted the property; and that the plaintiff's damages by

means of the premises were $8,400. Upon appeal the judgment was reversed at a general term of the New York Supreme Court in the 4th District, and the plaintiff then appealed to the Court of Appeals. At the time the steamboat was sold, the company's effects were in the hands of mortgage trustees, who refused to give up the steamboat at first; but finally they did so upon an arrangement made by the trustees with the plaintiff's counsel. The following are extracts from a very long opinion delivered at the decision of the case by the Court of Appeals.

COMSTOCK, Ch. J.—The mortgage given by the Company, dated the 7th of April, 1854, to secure its issue of bonds, was upon its real estate, railroad, bridges, ferries, etc., locomotive engines, cars, tenders, shops, tools and machinery, and "all other personal property whatsoever in any way belonging or appertaining to the said railroad of the said company." The inclination of my mind is that the canal boats in question were not included in this description. The boats were used and run in connection with the road, forming that connection at the point where the road terminated. They were, in a general sense, accessory to the business of the road; but I very much doubt whether they belonged or appertained to it, according to any interpretation which we can place upon these terms. Assuming this to be so, I think nevertheless, that the trustees to whom the mortgage was given may be looked upon as representing the rights of the railroad company for any purpose material to this case. In October, 1855, the company was in default in respect to the interest due upon the bonds secured by the mortgage, and they executed to the trustees a deed of surrender of all the mortgaged property, whether real or personal. This deed certainly conveyed nothing which the mortgage did not embrace; but under it the trustees or mortgagees took possession of and controlled these boats, and this was done with the consent of the company through its president. After this arrangement the boats were run by the agent Church, under the direction of the trustees; and they were held and used in this manner at the time when it is alleged that the defendant refused to deliver them up to the plaintiff. * * * *

The plaintiff had a security upon these boats in the nature of a mortgage. They were conveyed to him on the 30th August, 1854, by Church on the procurement of the company, and pursuant to a previous agreement between the plaintiff and the company dated the 4th of August, 1854, by which he agreed to pay to them or their appointee, on payment of the sums and liabilities which the agreement specified. It needs no argument to prove that this arrangement constituted a mere mortgage, and that the interest of the plaintiff would cease when his claims were satisfied. Much has been said on both sides about the supposed illegality of the original purchase of these boats by the company, through and in the name of its agent Church. It has been urged that the purchase was beyond the powers of the company; that the transaction was consequently illegal, and that the illegality is not cured by using the name of an individual in the purchase, or by the intention that he should hold the title; and it is also urged that as the corporation for the reason suggested, could not possibly acquire the title, it could not convey or mortgage, or procure it to be conveyed or mortgaged to the plaintiff. I take the view most favorable to the plaintiff on this question, and concede that the conveyance to him was effectual and is to be maintained according to the exact terms and conditions on which it was given. Nor have I the slightest doubt that this is the correct view. Much has been loosely and inconsiderately said about the incapacity of corporations to acquire property outside of the precise purposes specified in their charters. To all propositions of this nature the short answer is, that corporations sometimes do actually purchase and hold property under that condition. If a railroad company buys and pays for a horse or a boat, and the vender delivers the chattel, the corporation will own it and can sell and mortgage it, although its charter cannot be pleaded in strict justification of the purchase. This is a conclusion of common sense and common honesty, which no legal subtlety or refinement can refute. It cannot be true that the vender of a chattel, who sells and delivers it to a corporation and receives his pay for it, can allege that he has never sold it, on the mere ground that it was unlawful for the corporation to buy it. Nor can it be true that the title is lapsed or lost on any such ground. These boats therefore belonged either to the railroad company or to Church, their agent, in whose name they were purchased; and it is not material to inquire which was the owner according to the forms of that transaction, because the transfer to the plaintiff was the act of both of them.

The defendant denied that the plaintiff should be credited with the sum of $5,396 86, advanced by him to pay the last draft drawn for the original purchase money of the Bosten, and which the company had accepted, on the ground that the purchase of the steamer by the corporation was *ultra vires* and illegal; and he insisted that the plaintiff knowing all the facts, made this advance in pursuance and consummation of that purchase. But the court held that the position of the defendant could not be maintained. Conceding that the company being simply a railroad corporation, ought not according to its charter to purchase and own a steamboat, it nevertheless did purchase one in the name of another person, and it took the possession and had the use of the property. If the purchase of the steamboat involved any breach of the public law, the corporation alone was guilty, because all the restraints of the statute or the common law affecting the transaction are imposed upon it alone.

The sum of $11,500 received by the sale of the steamboat, the plaintiff insisted ought not to be allowed in payment of, or the reduction of his claim on the ground that the agreement of August 4, 1854, was illegal. But the court held, that if the contract was illegal in such a sense that the plaintiff, having sold a part of the mortgaged property, is not accountable for the proceeds. The same illegality would prevent the enforcement of the contract in his favor as to another part of the same property. Contracts with corporations made in excess of their powers, which are purely executory on both sides, and where no wrong will be done if the parties are left in their previous situation, should not be enforced, because such contracts contemplate an unauthorized diversion of corporate funds, and, therefore, a breach of private trust. But the executed dealings of corporations must be allowed to stand for and against both the parties when the plainest rules of good faith so require.

The referee allowed the full value of the property against the defendant; this the court held to be an error, and therefore affirmed the judgment of the General Term.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
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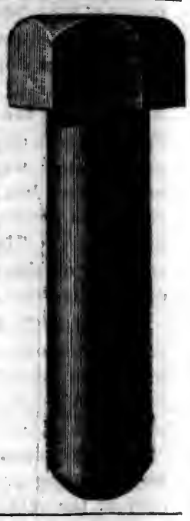
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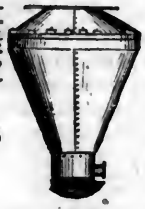
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American Railroad Journal.

New York, Saturday, September 21, 1861.

Pennsylvania Coal Company.

This company is a consolidation of the Washington Coal Company and the Pennsylvania Coal Company. Each were chartered April 16, 1838, the former with authority to construct a railroad from the Delaware and Hudson Canal to the Wyoming coal mines, and the latter with authority to construct an extension to the North Branch Canal and the Susquehanna river. The act for the union of the two companies was passed April 12, 1849, and the consolidation consummated on the 16th of May following, the Pennsylvania Coal Company assuming a contract made between the Wyoming Coal Association and the Delaware and Hudson Canal Company, dated August 31, 1847, for the perpetual use of one-half of the coal capacity of the canal, paying tolls therefor based upon the price of coal each year at the terminus of the canal on the Hudson river. Construction was commenced in November, 1847, and the road completed and brought into use in June, 1850. The road of this company consists of two tracks, diverging in some parts nearly a mile from each other—the one track for the conveyance of coal, and the other for the return of the empty cars. Each track is a series of inclined planes—the trains being drawn up the steep and short ones by stationary engines, and running down the long ones by their own gravity. The length of the road, from Port Griffith to Hawley, is 47 miles.

The capital stock authorized and paid in, is $3,200,000. The funded debt of the company, consisting of $600,000 first mortgage 7 per cent. bonds, dated August 7, 1851, and payable August 7, 1861, were retired at maturity. The company has therefore no bonded debt. The floating debt of the company is $199,754 47—composed of bonds and mortgages payable, $83,863 54, and bills and accounts payable, $115,890 93. Cost of road and equipment, $2,000,000.

The business of the company for the fiscal year ending May 1, 1861, was as follows:

Sales of coal		$2,548,122 27
Transportation Co.'s road, etc.		57,081 53
Coal on hand May 1, 1861		136,722 20
Total		$2,741,926 00
Coal on hand May 1, '60.	$777,797 81	
Road expenses	369,370 56	
Canal freight	673,880 96	
Tolls to Delaware and Hudson Canal Co.	341,115 71	
Port Ewen expenses	50,592 81	
State tax	11,200 00	
Interest on bonds	42,000 00	
Salaries and expenses	34,981 94	
Coal yards, harbor expenses, etc.	149,263 43	
		2,450,203 22
Profit for the year		$291,722 78

—being about nine per cent. on the capital stock, from which two semi-annual dividends of three and a-half per cent. each have been declared. Annexed is the balance sheet of the Company:—

Capital stock		$3,200,000 00
Seven per cent. mortgage bonds		600,000 00
Bonds and mortgages payable		83,863 54
Bills and accounts, payable, etc.		115,890 93
Balance, made up as follows:—		
Balance per last report.	$471,012 76	
Earnings, 1860, per statement	291,722 78	
	$762,735 54	
Dividend August 16th, 1860	$112,000	
Dividend Feb'y 16, 1861	112,000	
Cred. real estate	20,000	
	244,000 00	
Balance		518,735 54
Total		$4,518,490 01

Cost of railroad and equipment		$2,000,000 00
Real estate, docks, etc.		1,216,555 92
Canal boat		178,217 78
Barges, steamboats, tools, etc.		34,000 00
Opening mines		150,295 51
Balances in the hands of agents		13,599 93
Balances due from the Delaware & Hudson Canal Company, on business of 1850 and 1851, not including interest, sundry unsettled claims, etc.		25,608 13
Disbursements on account of business of 1861, etc.	$194,062 04	
Cash on hand, May 1st, 1861	157,403 19	
Loans receivable and bonds paid and cancelled	102,274 62	
Bills and accounts receivable	309,750 69	
Coal on hand	136,722 20	
		900,212 74
Total		$4,518,490 01

The report states that the business of the company is progressing with regularity and economy, and the works continue to be improved without charge to construction. The directors anticipate a decreased consumption of coal from the depressing influence in certain branches of industry of the political disturbances of the country.

The amount of coal sent to market since June, 1850, has been 5,535,812, or an average of 503,256 tons per annum. The sales of coal during the same time have amounted to $21,292,182, an average of $1,935,653. The profits from other sources have been $550,871, an average of $50,079. The average value of coal on hand at the close of each financial year has been $150,660. The total income from all sources including coal on hand during the past eleven years has been $23,500,316, or an average of $2,136,393. The expenses of all kinds $20,085,833, an average of $310,408. The dividends declared 68½ per cent., an average of 6.7. The amount disbursed has been $2,196,280, an average of $199,662 per annum. In 1850-'51, the total income from all sources was only $414,751, netting $31,413. During this and the succeeding year no dividends were paid, although the gross receipts in the latter year had reached $1,119,539, netting $171,872. The average rate of dividends since the first dividend was declared in 1852-'53, has been 7.7, and

the average amount disbursed in dividends, $244,-031. The mortgage bonds of the Company having been retired, the expenses will be less hereafter by $42,000, the amount of the interest heretofore paid. Upon the cessation of hostilities, and the consequent return of prosperity to this as well as all other branches of business, the stockholders of this company may have reason to expect the dividends upon their investment to be largely increased.

President—JOHN EWEN.

Directors—Jonathan Thorn, Wm. R. Griffith, Isaac L. Platt, John Q. Jones, John Ewen, Charles Morgan, Geo. L. Brown, Thos. W. Pearsall, and Wm. F. Havemeyer.

Treasurer—GEO. H. HOYT.

Secretary—EDWARD H. MEAD.

Pittsburg, Fort Wayne and Chicago R. R.

The re-organization of this company is soon to be effected under special enactments of the Legislatures of the States through which the road runs, viz: Pennsylvania, Ohio, Indiana, and Illinois. Legislation for this purpose was had in the former State in the spring of 1860, and in the others in March, 1861. These acts were published by us in the full in April and May last. We gave also in a recent number a history of the roads commencing the line, with the date of the opening of the different sections, before and since the consolidation of the companies, together with a description of the bonds, and the plan for the re-organization of the company, and adjustment of its liabilities, agreed upon in October last by a committee of bondholders and stockholders, which plan we believe has been very generally approved of by the parties interested. The sale of the road will take place at Cleveland, Ohio, on the 24th of October next. In the meantime, holders of the bonds of the original companies, of the various classes, and of the consolidated company, who have subscribed to the agreement of re-organization are required to deposit their bonds with John Ferguson, trustee, No. 35 Pine St., this city, in conformity to said agreement. Those who have not subscribed to the agreement are requested to do so without delay. Persons omitting to subscribe, or to deposit their bonds in season for the use of the purchasing agents at the sale, will be liable to be excluded from participating in the purchase. The road is to be sold to Samuel I. Tilden, J. Edgar Thomson, J. F. D. Lanier, Samuel Hanna, and L. H. Meyer; and the old Ohio and Pennsylvania, Ohio and Indiana and Fort Wayne and Chicago first mortgage bonds and accrued interest become merged in a new issue of $5,250,000 seven per cent. sinking fund bonds, secured by a first mortgage over the whole road—equal to about $11,000 per mile. A second mortgage of like amount secures bonds to be awarded to the holders of the present second mortgage bonds of the old companies and a third mortgage of $2,000,000 will secure the interest on bonds to be given to the holders of the old real estate bonds and other classes of old indebtedness. The interest on the bonds to be issued under this third mortgage will only be paid in case the earnings of the road prove sufficient for the interest and sinking fund for the first and second issues. Stock for $6,000,000 will only draw six per cent. dividend, the balance of the net earnings going to redeem the first issue of bonds.

The road is 467 miles in length, extending from Chicago to Pittsburg, completing, in connection with the Pennsylvania Railroad, the Great Western line from Philadelphia to Chicago. The cost of the road and equipment to the date of the last semi-annual report, June 30, 1861, was $16,700,-407 25. Capital stock, $6,266,367 12. Funded debt, $10,192,155. Floating debt, $1,757,273 12. The earnings for the first six months of the year were $1,376,421 48, against $1,022,295 81 in the corresponding period of the previous year—being an increase of $534,125 67; with an increase in expenses of only $104,561 41—making the increase in net earnings $249,654 41. The net balance carried to credit of income account was $95,785 66. The following is a statement of the cost, earnings, expenses and net income since the consolidation, August 1, 1856:

	Cost.	Gross earnings.	Operating expenses.	Net earnings.
1856*.	$12,764,894	$795,579	$273,434	$522,145
1857..	14,048,759	1,660,425	1,036,011	625,414
1858..	14,631,110	1,567,232	965,573	601,659
1859..	15,557,779	1,965,988	1,291,333	674,655
1860..	16,401,108	2,335,354	1,573,799	761,555
1861†.	16,700,407	1,376,421	861,632	514,789
Totals.....		$9,700,999	6,001,782	3,500,217
Average.....		1,940,200	1,200,356	700,043

* Five months. † Six months—reckoned together as one year in deducing the average.

Railroad Earnings--Weekly.

The receipts of the Chicago and Northwestern Railroad for the first week in September, 1861, were $15,071 85
Do. 1860 ..... 16,705 99

Decrease in Sept., 1861 ..... $1,634 14

The receipts of the Morris Canal for the week and season, compared with those of 1860, have been:

Total to Sept. 1, 1860 ..... $216,705 22
Week ending Sept. 8, 1860 ..... 10,403 48
$227,113 70
Total to Aug. 31, 1861 .. $162,693 94
Week ending Sept. 7, 1861 8,292 92
170,986 96

Decrease $56,126 92

The earnings of the St. Louis, Alton and Chicago Railroad for the week ending Sept. 7, 1861, were $22,065 00
Do. 1860 ..... 25,290 14

Decrease in 1861 ..... $3,225 14
Total since 1st January, 1861 ..... $657,110 38
Do., 1860 ..... 622,557 26

Increase $34,553 12

The earnings of the Milwaukee and Prairie du Chien Railroad, for the first week in September, 1861, were $29,884 40
Do. 1860 ..... 32,610 50

Decrease $2,726 10

The receipts of the Grand Trunk Railway of Canada for the week ending Sept. 7, were $50,275 79
Corresponding week, 1860 ..... 73,244 49

Decrease in 1861 ..... $22,968 70
Total traffic from July 1st, 1861 ..... $570,752 18
Corresponding period previous year. 575,624 59

Decrease $4,872 41

The Cleveland and Toledo Railroad earned the first week in Sept., 1861 ..... $16,558
First week in Sept., 1860 18,008

Decrease $1,450

The earnings of the Great Western Railway of Canada for the week ending September 6th, were $43,706 53
Corresponding week of last year 50,507 82

Decrease $6,801 29

The earnings of the Galena and Chicago Railroad the first week in Sept., 1861, were. $38,308 48
September, 1860 ..... 60,469 09

Decrease $22,160 61
Second week in September, 1861 ..... $51,437 00
Do. do. do. 1860. ..... 56,309 00

Decrease $4,872 00

The earnings of the Michigan Central Railroad, the first week of Sept., 1861, were ... $44,758 57
Do. 1860 ..... 59,172 18

Decrease $14,413 61

The earnings of the Chicago and Rock Island road, the first week in Sept., 1861, were.. $35,757
Do. 1860 33,191

Decrease $2,566

Railroad Earnings--Monthly.

The earnings of the Indianapolis and Cincinnati Road for July were as follows:

From passengers $16,981 83
" freight 10,035 21
" mails 925 00
" express 488 54
$28,430 42

The earnings of the Chicago and Northwestern Railroad in August, 1861, were $59,648 88
August, 1860 ..... 49,142 17

Increase $10,506 71

The earnings of the Michigan Central Railroad for August, 1861, were $195,539 75
August, 1860 ..... 144,982 52

Decrease $48,333 23

The earnings of the Erie Railroad for the month of August, were $418,674 58
August, 1860 ..... 477,883 34

Decrease $59,208 76

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of August, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$140,710 96	$112,561 67
" Passengers	88,694 16	73,000 80
" Express	2,700 00	2,700 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 34	7,083 33
" Miscellaneous..	688 75	682 98
Total	$247,702 20	$203,853 28
Increase		$43,848 92
Earnings from Jan. 1, to Aug. 31, '61.		$1,804,397 93
Do. do. do. '60.		1,380,181 08
Increase		$424,216 85

The earnings of the Norwich and Worcester Railroad for August were:

	Passengers.	Freight.	Total.
1860	$14,680	$22,578	$37,258
1861	15,928	13,603	29,531
Decrease			$7,727

La Crosse and Milwaukee Railroad.

The plan proposed for the purchase of this road, and the organization of a new company by the purchase, has been receiving assents during the past week, and we understand that it has already met with the approbation of a sufficient number of the bondholders to carry it into effect. Other bondholders can become parties to the agreement at any time previous to the 21st inst. Whenever the road is sold, it is the intention of the party represented by the plan to purchase it for the benefit of themselves and associates; and they think they will be enabled to do this by having more than three-fourths of all the land grant bonds, which are an equivalent for specie in paying for the road. As the law new stands, the first issue, $1,990,000 are to be first paid, principal and interest, in all say $2,500,000, And if the road does not sell for a greater sum than $2,500,000, the medium numbers—1,991 to 2,500—and the high numbers—2,501 and upwards—get nothing from the foreclosure and sale, except such benefits as they derive by being associated as purchasers.

The new company will be organized upon a basis of $8,200,000. The road, it is expected, will earn this year over $1,100,000; allow 60 per cent. for operating expenses, and the net income will be over $440,000, or nearly 7 per cent. on $7,000,000. If the earnings continue to increase next year as they have the present year over the last, the road will earn in 1862 7 per cent. on the whole cost of $8,200,000.

It would seem to be the pecuniary interest of the bondholders, who are the real owners of this valuable property, to give the plan their careful attention.

Michigan Central Railroad.

We learn from the Detroit *Free Press* that this company has leased the northern division of the Louisville, New Albany and Chicago Railroad, extending from Lafayette, Indiana, to Michigan City, and will repair and run it. This section is ninety-three miles in length. The Central Road pays a per centage for its use, keeps it in running order, and furnishes the rolling stock.

Journal of Railroad Law.

RAILWAY PROPERTY IN THE HANDS OF A RECEIVER NOT LIABLE TO BE SOLD ON A JUDGMENT AT LAW.

The Pittsburg *Legal Journal* gives a report of a decision by the District Court of Alleghany County, Pennsylvania, in the case of James Robinson *vs.* The Ohio and Pennsylvania Railroad Company. The point decided was: that property in the hands or custody of a Receiver appointed by a Court of Chancery, is not liable to seizure or sale under execution on a judgment at law. The following is an abstract:

RULE to show cause why levy, &c., should not be set aside.

Hampton, for the rule.—1st. That the property levied upon is the General Business Office of the said companies in the city of Pittsburg, is necessary and convenient for the management of the affairs of the said companies, is part of said railroads, and as such is not the subject of levy and sale under the law of Pennsylvania. 2d. That all the rights, powers, privileges, and liability of said Ohio and Pennsylvania Railroad Company were by the Legislation of the States of Ohio and Pennsylvania transferred and vested in the Pittsburg, Fort Wayne and Chicago Railroad Company, prior to the making of the levy in this case, and that prior also to the same, the property in dispute, and all other property of said Pittsburg, Fort Wayne and Chicago Railroad Company, was given into the custody of a receiver, under an order of the Circuit Court of the United States for the Northern District of Ohio, and said receiver, (W. B. Ogden,) was duly recognized as such in the State of Pennsylvania, by an order in equity of of the Circuit Court for the Western District of Pennsylvania, and entered into possession of the property levied upon, and has ever since been in the possession thereof. That by reason of the appointment of said receiver, and his having the custody of said property, he cannot be disturbed in the enjoyment thereof by a sale.

Cited 16 sec. of Gen. R. R. Law of Ohio, p. 12. Amant *vs.* T. R. Co., 13 S. & R. 210; Canal Co. *vs.* Bokhorn, 9 W. & S. 27; Monohan *vs.* Philada., 4 Casey, 210; Coe *vs.* Pennock & Hart, 6 Am. Law Reg. p. 27; Albany City Bank *vs.* Schemmerhorn, 9 Paige C. 372, 8 Paige, 338, J. C. & W. Walker, 178, 9 Vesey, 335, 7 Paige, 513; Reed *vs.* Penrose's Exrs., 12 Casey, 287.

Mr. Shaler, contra, cites Young *vs.* Taylor, 2 Binn. 227; Harrison *vs.* Walworth, 9 S. & R. 318, 1 W. & H. p. 809, 5 Seldon, N. Y. 142; Hubbard *vs.* Guild, 2 Duer, 685, U. S. An. Dig. vol. 9, p. 227, S. 524; Wiswall *vs.* Sampson, 14 How, 52.

The opinion of the Court was delivered July, 1861, by

WILLIAMS, J.—This is a rule to show cause why the levy, condemnation and all subsequent proceedings thereon should not be set aside.

The facts material to the determination of the question raised by this rule are as follows;

On the 2d of May, 1856, James Robinson, the plaintiff, instituted an action of assumpsit in this Court against the Ohio and Pennsylvania Railroad Company, and on the 20th of October, 1857, obtained an award in his favor against the said company for the sum of $6,728; upon which a writ of *fi. fa.* to November term, 1860, was issued, and on the 16th of October, by virtue of said execution, a levy was made on a lot of ground situated on the north side of Fifth street, in the Third Ward of the city of Pittsburg, having a three story brick building erected thereon, which was condemned by the sheriff's inquest on the 27th of December, 1860, and thereupon a writ of *vend. ex.* was issued to January term, 1861, for the sale thereof.

The property levied on was purchased by the Ohio and Pennsylvania Railroad Company for the purpose of establishing therein a General Office for the transaction of its business, and at the date of the institution of the plaintiff's action was occupied as the Principal Office of the company, with the exception of the cellar and first floor, which had been previously leased to Robinson & Co. for a carpet store, and who are still the lessees thereof.

By articles of agreement bearing date the 6th of May, 1856, ratified by the Ohio and Indiana Railroad Company, June 24th, 1856, by the Fort Wayne and Chicago Railroad Company, June 26, 1856, and by the Ohio and Pennsylvania Railroad Company, the 2d of July, 1856, the said companies, in pursuance of Acts of Assembly of the several States by which they were incorporated, were consolidated under the name and style of the Pittsburg, Fort Wayne and Chicago Railroad Company, and the title of the property levied on (inter alia) thereby became vested in the Pittsburg, Fort Wayne and Chicago Railroad Company, subject to the debts, liabilities, and duties of the Ohio and Pennsylvania Railroad Company to the same extent as if said debts, liabilities and duties had been contracted by the said Pittsburg, Fort Wayne and Chicago Railroad Company. Upon the ratification of the agreement for the consolidation of the several companies as aforesaid, the Pittsburg, Fort Wayne and Chicago Railroad Company took possession of the property levied on and occupied the same, with the exception of the part leased to Robinson & Co., as its Principal Office, and continued to occupy the same until the 18th of January, 1860, when Wm. B. Ogden, who had been appointed receiver of said Pittsburg, Fort Wayne and Chicago Railroad Company by the Circuit Court of the United States for the Northern District of Ohio, and also by the Circuit Court for the Western District of Pennsylvania, in certain proceedings in equity in said Courts against said company at the suit of certain creditors thereof, took possession of the lot and building levied on, together with all the property, real and personal, belonging to the said company, and at the date of the levy in this case had, and still has, the custody and possession of said property as receiver as aforesaid, and occupies the same as a Principal Office for the transaction of the company's business.

Is this property liable to be seized and sold on plaintiff's execution while it is in the custody of the receiver? Under the provision in the consolidation acts the plaintiff's judgment must be regarded and treated as a judgment against the Pittsburg, Fort Wayne and Chicago Railroad Company, and his right to seize and sell the property levied on is the same as it would be if his judgment and execution were directly against the company. Is the property then liable to seizure and sale on a judgment and execution of this Court while it is in the possession of the receiver appointed by the Circuit Court?

The case of Wiswall *vs.* Sampson, 14 How. U. S. 52, is decisive of this question. It was there ruled that where real estate is in the custody of a receiver appointed by a Court of Chancery, a sale of the property under an execution issued by virtue of a judgment at law, is illegal and void, and passes no title to the purchaser. A mortgagee or creditor having a prior lien on the property, if desirous of enforcing it against the estate after it has been taken into the care and custody of the Court, by the appointment of a receiver, must first obtain leave of the Court for this purpose, and the Court will permit him to be examined *pro interesse suo*, and direct a master to inquire into the circumstances, whether his judgement is an existing unsatisfied demand, or as to the priority of the lien, &c., and take care that the fund be applied accordingly. Where the law gives priority of lien it will be protected and perserved in Chancery. The plaintiff, therefore, if his judgment is a prior lien on the property, is not without remedy as the case cited clearly shows. It may be that a sale on his writ would occasion no interference with the possession of the receiver, and no contempt of the authority of the Court by which he was appointed, but this Court having the control of its own process ought not to permit it to be used for an illegal and void purpose, and the rule must, therefore, be made absolute.

This view of the law renders it unnecessary to consider the question presented by the facts of this case, viz: Whether under that provision of the defendant's charter, which makes it the company's duty to establish a Principal Office at some point on the line of the road, the property purchased and occupied by the company as a Principal Office for the transaction of its business, though not on the immediate line of the road, but convenient thereto, is liable to be seized and sold on plaintiff's execution?—Perhaps it would not be difficult to show there is the same reason for holding the Principal Office of a Railroad Company exempt from levy and sale on execution as there is for the exemption of the rolling stock and other equipments of its road. But it is not necessary to discuss this question. Rule absolute.

In the Supreme Court in Buffalo, on the 3rd inst., in the case of the New York and Erie Bank against A. D. Shepard & Co. of Albany, and Wm. B. Mann & Co. of Buffalo, a question was decided of some importance to bankers and others. The action was on two drafts drawn by Mann & Co. on Shepard & Co. It appeared that Mann & Co. were employed by Shepard & Co. to borrow money in Buffalo and remit to Shepard & Co., and accordingly applied to the bank and procured the drafts in suit, to be discounted, requesting the proceeds in drafts on New York. The bank accordingly paid the proceeds to Mann & Co. in sight drafts on New York, charging ½ per cent. premium, that being the usual rate of exchange on New York. The defendants claimed that this charge for exchange constituted usury, and set up

the same as a defense to the discounted paper. The Court decided that these facts did not make out a defense, and ordered judgment for the plaintiff.

The Montreal Terminus Railway Company.

It will be remembered that an act was passed during the last session of Parliament incorporating a company under the above name, and authorizing them to do what the Grand Trunk has hitherto failed or been unable to get done. We mean the bringing the railway from Point St. Charles into the city, so as to accommodate our merchants, the travelers, and the public. The prospectus of the company has just been published, and operations will be commenced as soon as the capital required by law can be raised. The terminus is to be at the place first proposed—McGill street—the City Council giving $50,000 toward the cost of the land required. Grey Nun street is to be widened from 44 to 70 feet, and a new street is to be opened of 70 feet wide in rear of the station, and the east side of McGill street. The Directors of the Grand Trunk Company have concurred generally in the proposed arrangements and plans. The capital stock is to be £200,000, divided into shares of £50 each; Directors to be elected when ever £50,000 shall have been subscribed, and ten per cent. thereon paid. Most of the land to be acquired belongs to the Hon. John Young and the Hon. Mr. Galt, and these gentlemen have intimated their readiness to dispose of it to the company at a price to be fixed by arbitration, and to accept payment thereof in shares. It is proposed that the Grand Trunk should use the road, paying for such use a scale of tolls calculated on the basis of the traffic of last year, to yield a fitting return for the capital invested. The revenue to be obtained from the proposed enterprise is estimated as follows:

The number of passengers inwards and outwards at Point St. Charles Station, in 1860, was, as nearly as possible, 120,000; the local freight, 60,000 tons, and the inward freight 120,000 tons.

If, therefore, 20 cents be charged for each passenger, out and in, it will give $24,000
If all the outward freight and half of the inward freight is charged at 25 cents per ton, this will give 30,000

Total $54,000

There would be no charge for management except keeping the track in order, nor is there any plant to be provided.

The Grand Trunk have the power to purchase the property at any time on giving the Terminus Company 6 months' notice, and paying the outlay, with first dividend and bonus. The plans are at the Merchants' Exchange, where the books of subscription for shares are also open, as well as at Dawson's book store and Molsons' Bank. The provincial directors are men of the highest standing in the city—merchants of large means and influence, in whose hands the speculation is sure to succeed.—*Montreal Pilot.*

Bridges Across the Thames at London.

The following table shows the length, area, and cost of each of the metropolitan bridges:

Bridges.	L'gth. feet.	Width. ft.	in.	Area. sq. feet.	Cost. £.	Cost per sq. foot. £.	s.	d.
London	904	53	6	47,912	542,150	11	6	9
Southwark..	800	42	6	34,000	384,000	11	5	10
*Blackfriars	995	42	0	41,790	157,840	3	15	6
Waterloo ...	1,380	41	6	51,270	579,915	10	0	0
Hungerford.	1,356	13	4	20,480	98,760	4	16	0
*Westm'ster.	1,160	43	0	49,880	389,500	7	16	0
Vauxhall...	840	36	2	30,380	300,000	9	10	0
Chelsea	922	45	0	41,490	88,000	2	5	0
†Westm'ster.	990	85	0	80,000	estim'd	3	5	0
†Blackfriars.	980	76	0	77,000	245,000	3	5	0

* Old. † New.

Horse Railroads in Boston and Vicinity.

AN ABSTRACT OF THE REPORTS TO THE LEGISLATURE FOR THE YEAR ENDING 30TH NOVEMBER, 1860.

Railroads.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipment.	Length of Road—feet. Single Track.	Double Track.	Total Length.	Length of rail, incl. switches, turnouts, etc.	Gross Earnings.	Operating Expenses.	Earnings less Expenses.	Dividends. Amount.	Rate.
Boston & Chelsea[1] ..	$140,000	.....	.....	$140,000	$140,000	7,804	3,687	11,491	16,040	$5,600	.....	$5,600	$5,600	[2]8.00
Broadway	63,600	.....	.....	63,600	63,496	9,110	6,366	15,476	44,664	.....	.....	....	6,849	10.77
Cambridge[3]	300,000	174,600	.....	474,600	481,377	6,952	18,403	25,355	61,512	40,048	.....	40,048	27,000	9.00
Charlest'n & Medf'd[4]	25,000	12,000	.....	37,000	34,000	15,658	....	15,658	33,708	.....	.....	....	.....	.....
Chelsea Beach[5]	.....	.....	.....	.....	.....	....	....	.....	.....	.....	.....	....	.....	.....
Cliftondale[6]	30,100	25,000	55,100	.....	.....	35,607	....	35,607	72,270	.....	.....	....	.....	.....
Dorchester[7]	105,300	.....	336	106,136	155,623	25,200	....	25,200	41,385	6,947	278	6,669	8,769	11.00
Dorchest. Extension[8]	12,000	.....	800	12,800	12,800	7,830	....	7,830	16,316	960	.....	960	924	7.70
Lynn and Boston[9] ..	30,000	.....	.....	30,000	27,800	....	....	....	.....	.....	.....	.....	.....	.....
Malden and Melrose.	230,000	67,000	41,915	309,515	420,183	18,006	....	18,006	36,012	161,403	155,012	6,391	.....	.....
Metropolitan	600,000	50,100	15,933	666,033	684,325	47,864	22,231	70,095	96,459	349,174	289,911	59,263	53,500	10.00
Middlesex[11]	348,000	.....	48	348,048	348,000	20,351	10,119	30,470	65,219	26,180	456	25,724	25,724	8.00
Newton[10]	27,800	.....	.....	27,800	26,845	15,180	....	15,180	30,360	1,688	146	1,542	1,668	6.00
Somerville[11]	50,000	.....	.....	50,000	43,345	14,130	....	14,130	29,456	.....	.....	....	.....	.....
Stoneham Street[12] ..	12,000	.....	.....	12,000	11,750	12,800	....	12,800	25,600	.....	.....	....	.....	.....
Suffolk	120,000	.....	16,129	136,129	138,673	14,122	3,375	17,497	42,736	10,180	8,554	1,626	.....	.....
Union[13]	160,000	24,590	49,300	233,890	157,971	....	....	.....	.....	203,433	186,392	17,041	16,000	10.00
Walth'm & Wat'rt'n[14]	17,200	.....	.....	17,200	19,700	11,266	....	11,266	22,532	1,500	.....	1,500	1,500	9.00
West Cambridge[15] ..	12,850	.....	120	12,970	12,850	8,325	....	8,325	17,148	.....	.....	....	.....	.....
West Roxbury[16]	40,400	.....	.....	40,400	53,737	6,236	3,538	9,774	20,682	3,312	1,164	3,248	3,232	8.00
Winnisimmet[17]	55,650	.....	8,845	63,495	50,009	11,880	....	11,880	27,360	.....	.....	....	.....	.....

(1) Operated under a lease by the Malden and Melrose Railroad Company, who furnish the entire equipment. The total income given is the amount received for rent for six months.

(2) On $70,000 of stock.

(3) The entire road owned by this Company is under lease to the Union Railway Company, who pay as rent therefor nine per cent. per annum on the capital stock of this Company, the interest on its debt, and two per cent. per annum on the mortgage debt, as a sinking fund for its payment. The road being equipped, operated and kept in repair by the Union Railway Company, reference is made to its return for replies to the interrogatories, in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of *Cost of Equipment, Earnings, Expenditures for Working the Road,* and *List of Accidents.*

(4) Not in operation one year.

(5) No return received.

(6) Road not completed.

(7) The Dorchester Railway Company was organized under the provisions of chapter 279 of the acts of the year 1856, and purchased the corporate property of the Dorchester Avenue Railroad Company at a sale ordered by a decree of the Supreme Judicial Court, in January, 1858. The road has been leased to Messrs. Gore, Rose & Company, of Boston, who purchased the entire equipment, and have run the cars and the line of coaches connected therewith, since June 1, 1858, on their own account, paying a rent equal to eight per cent. per annum on the amount of stock outstanding, and also the taxes and insurance on the buildings. The amount given as "cost of equipment," is for lands and buildings, and the amount given as "expenses of working the road," is for office expenses.

(8) This Company own no equipment or buildings; the road has been leased to Messrs. Gore, Rose & Company, of Boston, who run the cars on their own account, paying to this corporation a rent equal to eight per cent. per annum on the amount of stock outstanding.

(9) Road not finished.

(10) This road is leased, the lessees equipping and operating it.

(11) The amount of capital stock originally issued, was $68,000, and the Company then owned 6,685 feet of road on Broadway in addition to what is herein specified—which Broadway track has been disposed of to the Medford and Charlestown Horse Railroad Company, for which $18,000 of the capital stock of this Company has been returned into the treasury; leaving the present capital, $50,000. The Malden and Melrose Railroad Company are running the Somerville Road upon an agreement to keep the road in repair, and to pay whatever the business will afford for its use.

(12) Road not completed.

(13) The roads operated by this Company are owned by the Cambridge Railroad Company and the Waltham and Watertown Railroad Company; and the number of passengers carried includes those carried over the Cambridge Road to Watertown, Brighton, and West Cambridge.

(14) This road is leased for the sum of $1,500 per annum to the Union Railway Company who operate it and own the entire equipment used thereon; the amount given as "cost of equipment," is for land and buildings.

(15) The Company own no equipment, and (the road being leased) it is unable to give the items concerning its business.

(16) This road is leased to, equipped and run by the Metropolitan Railroad Company; the amount given as "cost of equipment," is for land and buildings; and the item given as the "expense of working the road," is for incidental expenses. The assets consist of 20 shares of Company's stock.

(17) Road not completed.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,026	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
— — '—	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '55	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,575	—	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	.....	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
— — '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
— — '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,173,343	232.0	.....	1,159,188	528,043	8	.00
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,670	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,286,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13n	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	....	63½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,912,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3(	43½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	66½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	0 6,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,088	965,000	441,787	2,267,813	50.1	.....	.....	.....	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	428,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	64,274	7	80
30 Jun. '60	65.1	—	....	}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
— '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	185.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	248,969	106,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, Incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	...	...	...	...	—	----
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	39½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	12½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	91
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	101½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	100
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	459,284	8	100½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	55½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	91
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,585	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	858	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	99½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	10½
30 Nov. '60	156.1	17.8	106.8	—	72	59	1,183	Western (incl. Alb. & W. S. etc.)	9,933.396	1,006,718	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	106½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	365,038	144,270	—	----
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	41½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	----
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	596,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,857	353,101	187,136	4	48½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	112
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	----
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & R.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,800	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	----
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,682	—	—	—	15,344	3,868	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—				—	
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,657,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	----
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	----
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	576,852	14.5	325,499	68,676	28,168	3½	----
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,857	520,855	110,899	8	----
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	----
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	----
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	----
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	----
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	----
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	33½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	72½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	25½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	----
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	----
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,556	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	----
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,637,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	----
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	289,353	131,525	6	----
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	160,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	----
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	----
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	----
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	----
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	----
30 Sep. '60	81.3	—	7.3	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	----
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	----
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	----
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	----
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	----
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	----
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	----
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	----
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	----
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	----
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	----
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	82.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,275	12	95½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	80
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	7½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	29½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	60
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	----
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	----
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	----
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	----
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	----
31 Aug. '58	32.0	—	—	—	6	6	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	73
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,764,220	13,202,262	195.4	556,732	374,198	45,452	—	----
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	----
30 Jun. '59	153.9	52.0	—	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	----
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	285,934	34,167	—	----
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	----
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	----
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	----
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	67
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	68	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	----
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,101,336	1,316,688	6	68
30 Nov. '59	86.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,516	940,136	36.3	—	—	—	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf	& S. L.	—	10	----
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,288,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	51½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	39 [illegible]27	—	3,155,875	2,940 473	774,323	6,471,462	65.7	5 mos.	176,047	91,[illegible]99	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,06[illegible]289	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	37½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	—	250,000	50,000	20.0	—	1,637	—	—	----
30 Sep. '59	17.0	7.0	----	—	16	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48½
30 Nov. '60	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,290,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	3,312,546	858,597	—	18
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200.000	—	—	200.5	48,677	1,236,597	471,712	6½	58½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	----	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	—	----
30Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	190,878	238,420	860,339	—	4
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,789	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	—	—	—	—	----
1859	59.0	—	40.1	—	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	60,870	177,256	60,029	—	----
1859	47.4	2.3	—	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	----	50.0	31,300	32,670	—	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	----	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	776,569	127,727	—	----
3 1 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	----	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,351,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,087	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	616,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	—	—	—	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	—	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----	42.0	10 mos.	60,066	—	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	18
— — '57	50.0	—	—	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	346,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	11
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	12
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	----
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	----	357.0	1,360,900	----	----	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	—	----	----	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,633	116,225	41,985	—	---
30 July,'61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
— Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,228	44,000	9,302,828	48.7	----	1,550,878	1,936,131	12	109

New York Stock Exchange.

Sale Prices for the week ending Sept. 18, 1861.

	Th.12	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 5s, 1871	....	....	....	....	81	80⅛
U. S. 5s, 1874	....	80½	80⅝	80	79¾	80
U. S. 5s, 1865	....	87	....	87	....	....
U. S. 6s, 1881	....	90⅝	90	90½	90	90
U. S. 6s, 1862	....	95	....	95	95	95
U. S. 6s, 1867	....	90	....	90	....	....
U. S. 6s, 1868	....	90	....	....	....	....
U. S. 6s, 1880	....	....	....	....	....	....
Treas. 12 p. c. notes	101	100⅞	101	....	101	....
" 6 " 2 years	98⅜	98⅜	98⅜	98⅛	98⅛	98⅛
STATE STOCKS:—						
California 7s	78	....	....	78¼	78¼	79
Georgia 6s	65	64	63¾	63½	64	64½
Illinois 6s	....	....	....	....	....	....
" Canal bonds	....	....	....	80½	80	....
" Coupon b's,'75	84½	....	....	....	....	....
" " "'62	83	....	....	83	....	....
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	76½	....	....	....	....	....
Louisiana 6s	56	....	55	....	55	55
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	82	81½	....
" 7s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	44	44½	43⅜	43⅜	42⅜	43½
Do. iss. to H.& St.J.R.	48	....	....	47⅛	43	....
New York 6s, 1874	....	....	....	....	....	....
North Carolina 6s	63	62½	60	....	60⅞	62
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	89½	....	89½	90	90
Tennessee 6s, 1890	....	43⅜	43½	43⅜	43	43½
Virginia 6s	55	54½	53	52	51⅛	53
RAILROAD SHARES:—						
Chicago, Burl. and Q.	....	62¾	61⅛	....	60	61⅛
Chicago and Rock Isl.	44½	44	43	43⅜	43	43¼
Clev., Col. and Cin.	95⅛	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	7⅜
Clev. and Toledo	30⅜	30⅜	30	29⅞	29⅛	29⅛
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	69½	69½	69¾	69⅝	69½	69⅝
Hudson River	33⅜	33⅞	33¾	33⅝	....	....
Illinois Central (scrip)	67½	67	66	65¾	65	65
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	43	42½	42	41½	41¾	....
M. S. and N. I. guar'd,	....	30¾	30	....	29	30⅛
M. S. and N. I.	....	13¾	....	13¼	13	....
Mil. and P. du Chien	18⅜	....	....	18	....	....
M. and P. du C. pref.	....	....	....	51	....	....
New Jersey	....	....	....	....	112	....
New Jersey Central.	....	....	....	....	....	....
New York Central	73⅜	73⅜	73¼	73¼	73	72⅞
Erie	25⅞	25⅞	25⅝	25⅜	25⅛	25⅜
Erie pref.	47⅛	....	....	....	46	....
Erie Assessment Scrip	....	....	....	....	....	....
N. York and Harlem	....	10⅜	10¼	10⅜	....	....
N. Y. and H. "pref."	25½	25½	25¼	25	25⅛	....
Panama	....	111	....	111	110	109
Phila. and Reading	....	....	....	....	35⅜	36
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	39½	....	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	81	....	....	....	....
Cl. & Tol. S.F. 7 p.c.'85	....	....	73½	....	....	....
Chi., Bur. and Q. 8 p.c.	....	....	....	....	....	92
Chi. and R. I. 1st M.'70	....	....	....	....	....	....
D.L.&W.1M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	....	....	....	....	....	....
" 2M.8p.c.'75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1M.7p.c.'69	103½	....	....	....	....	....
" 2M.7p.c.'60	....	....	....	....	....	....
" 3M.7p.c.'75	....	....	....	....	....	....
" sink. fund	....	96	....	....	....	....
Illinois Centr.7 p.c.'75	....	....	93½	....	....	92
" " 6p.c.'75	....	....	93½	....	....	92
L. Erie & Wab. 1 M.	65	....	....	....	....	66
" " 2 M.	....	....	....	....	....	....
Mich.Cen.S.F.8 p.c.'82	....	....	....	....	....	....
" conv.8p.c.'69	....	....	....	....	....	98
Mich. Southern 1st M.	....	....	....	....	82	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	76	....	75½	75½	....	....
M.S.& N.I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	81	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	103	....	....	....	....	102½
" " 2d M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	92	....	....	92	92	....
" 1 M. 7 p.c.'64	....	100½	....	....	....	....
" bonds 1876	100⅜	101½	100⅜	100¼	....	100⅜
N.Y.&E. 1 M. 7 p.c.'67	....	104½	....	....	....	103
" 2 M. 7 p.c.'79	....	....	99	....	....	....
" 3 M. 7 p.c.'83	....	....	....	....	....	84
" 4 M. 7 p.c.'80	71	71	71	....	....	....
" 5 M. 7 p.c.'83	....	....	....	....	....	....
" conv.7p.c.'62	....	....	....	....	....	....
" " 7p.c.'71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	....	....	95	....	....	....
" 2 M. 7p.c.'64	90	....	90	....	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
T.Haute and Alt. 1st M.	60	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. Canal.	85½	85	....	83½	83	83
Penn'a Coal Co.	....	76	....	....	....	....
Pacific Mail S. S. Co.	81	83½	82	81½	81	83

The following are the closing prices in the London Market on the 28th August:

United States 5s, 1874	72	to	73
Virginia 6s	45½	"	50
Erie shares, ex assessment scrip	23	"	24
Erie shares, 7 per cent. preference	44½	"	45
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	82	"	84
Illinois Central $100 shares, $80 paid, dis.	39½	"	38½
Illinois Central, all paid	59	"	60
Michigan Central 8s, Convertible, 1869	x.c.	79	" 81
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859	x.c.	86	" 88
New York and Erie, 3d mort., '83, assented	"	75	" 77
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	x.c.	94	" 96
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, September 21, 1861.

Share and Money Market.

The share market the past week has been steady, with limited transactions. Prices have slightly receded, although the market is firm. The decline has been owing, in part, to the very large payments to the Government loan, and to an unexpected demand for exchange for the remittance to England of funds held by our Banks on Southern account, to prevent their seizure by our Government. The disturbance is regarded as only temporary. Money is still abundant, although rates are somewhat increased. The earnings of our railroads are on the whole well maintained, indicating our active internal commerce. This subject is so well set out in the recent Circular of Messrs. Hallett & Co., that we tranfer a portion of it into our columns.

Foreigners, particularly Englishmen, have very exaggerated ideas of the injurious effects of the rebellion upon the trade and prosperity of the Northern States, from supposing that they are suffering all the horrors and disasters of an intestine war. This is a great mistake. To the Northern States, the war is as if it were waged upon foreign soil, and hemmed in from the sea by a powerful fleet. The Rebel States contributed in no way to the military or naval strength of our government. They produced one great staple, which the North took and sold, supplying the producers with their clothing, a considerable portion of their food, nearly all the luxuries, and the greater part of the necessities of life. There was never a more complete, rounded and independent nation than were the Northern States before the rebellion. They were no more dependent upon the South than Great Britain is upon China, nor half so much so as it is upon India. When the rebellion broke out, the trade with the seceding States instantly ceased. The Northern States were in the position of a merchant who had lost several good customers, but who, with a little economy and the growth of his business, very soon finds himself in as comfortable a position as ever. The increase of the population of the Northern States will, in a very few years, give us a trade fully equal to that withdrawn by the South, should the latter forever disappear. The increase of population in the loyal States from 1850 to 1860 was 6,492,048, while the total white population of the rebel States is only 5,450,711. The value of the trade of such increase is worth twice that of the whole South. This statement is conclusive proof of the recuperative energies of our people. In this connection, the tabular statement upon another page, of the population of the United States, possesses great interest.

The first effect of an intestine, or civil war, is the destruction of the internal trade of a country, for the reason that production ceases, and merchandise can not be safely sent over its highways. No rebel soldier has set his foot upon the soil of the free States, and their industries are pursued without any more apprehension of being interfered with on account of the war than those of Birmingham or Manchester. In proof of this, we give the following table of the earnings of all the railroad companies of the Northern States that report regularly their earnings, with those of the Erie Canal, for 1861, compared with corresponding periods for 1860. It will be borne in mind that the table embraces all the roads that are accustomed to report their earnings monthly, and are those that bear the most intimate relation to the internal trade of the country.

Roads.	1861.	1860.	Increase.
New York Central, 10 mos	$6,614,298	$6,098,252	$516,046
New York and Erie, 10 mos	5,091,403	4,583,975	508,428
Hudson River, 11 mos	1,843,263	1,870,784	*27,521
Cleveland and Toledo, 5 mos	372,492	353,071	19,421
Michigan Central, 8 mos	992,895	954,499	38,396
Galena and Chicago, 8 mos	992,842	743,597	249,245
Chicago and Rock Island, 8 mos	668,068	722,423	*54,335
Chicago, Burlington & Quincy, 8 mos	838,655	931,736	*93,081
Illinois Central, 8 mos	1,845,397	1,615,786	229,610
Milwaukee & Prairie du Chien, 8 mos	646,847	360,660	286,187
Milwaukee and Lacrosse, 7 mos	524,752	320,184	204,568
Toledo, Wabash and Western, 8 mos	627,540	566,705	60,839
Chicago, Alton and St. Louis, 8 mos	635,045	597,267	37,778
Pittsb., Ft. Wayne & Chicago, 8 mos	1,554,812	1,176,329	378,484
Philadelphia and Reading, 8 mos	1,844,060	1,951,971	*107,911
Chicago and Northwestern, 5 mos	333,132	230,482	102,650
Harlem, 8 mos	741,364	764,546	*23,184
Erie Canal, 5 mos	3,366,822	2,381,301	985,521
Totals	29,543,707	26,242,568	3,301,139

* Decrease.

The table shows that the earnings of the great lines of railroads and canals of the country, in this year of disasters, when, if we are to believe the statements that are coming to us by every steamer from abroad, our government is destroyed, anarchy triumphant, and our material as well as our political destruction sealed, are greater by nearly 13 per cent. than in 1860, a remarkably active and prosperous year. We commend this result, with some comparative statements of the condition of the internal and

foreign commerce of the country, to those with whom our utter ruin is a foregone conclusion. The activity of the internal trade of the country is strikingly illustrated by the enormously increased movement at the great centres. The receipts of grain at Chicago in 1861 are nearly four times as great as they were in 1859, and *fifty* per cent. greater than in 1860. The weekly deliveries, in bushels, at that port, since the commencement of the year, compared with those for 1859 and 1860, have been as follows:

Weeks.	1859.	1860.	1861.
1st	61,293	156,237	385,329
2d	79,201	231,862	469,107
3d	72,350	333,095	414,218
4th	84,971	321,288	344,615
5th	136,778	241,886	353,309
6th	133,298	288,130	372,500
7th	173,847	263,601	308,791
8th	112,056	188,588	313,461
9th	101,260	131,993	338,051
10th	84,794	230,129	274,076
11th	77,726	481,498	478,811
12th	162,185	299,575	484,041
13th	155,379	281,266	533,191
14th	181,914	442,743	296,470
15th	129,686	428,919	238,159
16th	168,945	529,977	462,712
17th	185,433	514,584	613,039
18th	213,831	836,293	902,820
19th	228,303	677,333	984,538
20th	322,136	817,163	1,088,210
21st	479,887	827,348	1,085,405
22d	514,634	675,103	1,326,146
23d	474,305	524,076	1,228,450
24th	369,795	675,512	1,097,967
25th	274,848	827,271	1,081,888
26th	292,421	960,345	1,124,945
27th	190,072	085,887	1,078,763
28th	304,170	996,983	1,638,607
29th	231,644	646,476	1,590,092
30th	126,829	669,123	1,610,060
31st	160,587	913,898	1,278,209
32d	356,763	1,212,795	1,268,209
33d	523,133	1,648,110	1,857,445
34th	853,900	1,345,137	2,235,219
35th	876,421	1,366,597	2,221,572
36th	824,690	1,306,278	1,835,768
Totals	9,735,582	22,866,088	35,214,294

The deliveries of grain at Tide-water, through the Erie Canal, from the opening of navigation to September 7th, have been upon a scale of corresponding magnitude, as will be seen by the following comparative statement of the movement for three years past. The flour is reduced to bushels at the rate of five to the barrel.

	1859.	1860.	1861.
	Canal opened April 15.	April 25.	May 1.
Flour, bbls.	226,539	436,155	648,160
Wheat, bush.	820,526	5,976,968	13,315,990
Corn, bush	1,700,036	10,347,246	11,051,874
Barley, bush.	160,675	84,306	210,524
Oats, bush.	2,550,932	3,900,465	3,072,834
Rye, bush	103,216	143,075	411,997
Total bushels	5,234,388	22,632,835	31,304,049

Our exports to foreign countries show a similar increase. The total exports to England and the Continent of breadstuffs from the United States for three years have been as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.
1861, to Sept. 1	2,703,790	29,005,866	11,810,565
1860, to Sept. 1	766,399	5,116,745	2,242,059
1859, to Sept. 1	157,855	497,855	367,532

We have only the means of giving the foreign export of the port of New York for 1861, compared with a similar period for 1860. These, from January 1st to September 7th, 1861, have been as follows:

Exports, exclusive of bullion	$91,246,351
Same time last year	63,843,917
Increase	$27,402,434

Our import trade shows still more strongly in our favor. The imports into this port since

January 1, exclusive of bullion, have been	$96,847,208
Same time last year	175,292,275
Decrease	$78,445,007
Add excess of exports	27,402,434
Add excess of imports of bullion	38,193,000
Change in our favor at the port of New York in eight months of the current year	$144,040,497

In a period of civil war or of great pecuniary distress, specie is the first thing to disappear. It has long since gone out of sight in the Southern States. At the North it was never so abundant as at the present moment. The Receipts of Foreign Gold and Silver, and of Gold from California, at New York, and at Boston for New York account, since January 1, have been as follows:

Foreign Gold entered at New York	$33,818,000	
Foreign Gold entered at Boston	7,636,000	
California Gold at New York	25,283,000	
Total income of Gold since January 1		$66,739,000
Against same time 1860:		
From California	$24,218,000	
From abroad	895,000	$25,110,000
Increased receipts since January 1		$41,629,000

The Exports of Specie from New York from

January 1, to present date have been	$3,261,000
Against same time, 1860	40,887,817
Decreased Export of Specie since Jan. 1	$37,626,817

All the above data are from authentic sources, and present a result unexampled in the history of nations. It shows the complete independence of the Northern States of the Southern, and that the nation was never so rich and strong as at the moment that superficial observers or enemies believe that we are crumbling to pieces, and that our Government must soon come to an actual stand for want of money. If prolonged we shall unquestionably suffer less from the war than England.

Pittsburg and Connellsville Railroad.

The work on the extension of this road from Port Perry to the city is rapidly approaching completion, and arrangements are already making for the erection of buildings for a separate maintenance of business. Since the opening of the road to M'Keesport, some years since, the Company has used the track of the Pennsylvania Central to Turtle creek, and transacted their freight and passenger business in the stations of that Company in the city. The extension from the city to Port Perry, along the Monongahela river, will be opened probably in the course of the ensuing month, and temporary buildings for transacting business are being erected. A large frame depot is being constructed on the continuation of Duquesne Way, from Try street to the bank of the canal. The stone work is nearly completed, and the carpenters are engaged in putting together the framework.

The location of the temporary station is so far from the railroad centre in the city, at the corner of Grant and Liberty streets, that an effort will doubtless be made to have it removed at no distant day.

When the Steubenville Railroad was projected, one portion of the plan contemplated a junction of the road with the Pennsylvania Central at Liberty street, and the route to be used was by so altering the old canal tunnel through the hill as to permit the passage of trains. The work had progressed so far as the laying of the foundation of the first pier in the Monongahela river (at the mouth of the canal) when the general railroad collapse took place, and the work stopped. Should it never be resumed on behalf of the Steubenville road, the contemplated route offers the same advantages to the Connellsville road. The bed of the canal and the tunnel are still open, and it will require but little labor to fit the route for use. The tunnel would require to be considerably changed, but the labor of filling up the locks and bed of the canal is already in a great measure performed. Three railroads—the Pennsylvania, Pittsburg, Ft. W. and Chicago, and Pittsburg & Cleveland—already centre at the canal, and a 4th—the Alleghany Valley—is only awaiting certain movements, we believe, to make a closer connection—the Connellsville road, and ultimately, the Steubenville, will doubtless centre in the great Union depot to be erected ere long, at the intersection of Grant and Liberty streets.—*Pittsburg Dispatch, August* 17.

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations.

By M. Cezanne, Engineer des Ponts et Chaussees. Translated by J. Bennett.

PART THIRD.

(Continued from p. 659.)

Means of Correction.—To right an inclined column, strong oblique shores abutting on scaffolds are applied to it. The head of the shores descends with the column, and drives it back on approaching the horizontal; the column inclining one side, it is pressed over the other side, and at each trial is made to approach the vertical.

When a column descends with an inclined direction, its foot moves horizontally; on this account some allowance must be made, either by increasing the counter-weight upon the side to be sunk, or in digging away the bottom more deeply on that side, so as to facilitate the undermining, and sometimes by placing strong oak wedges under the foot of the columns, and supporting them against a core of earth placed inside. The foot of the tube slides upon these wedges during the descent; but when the hold is considerable in the clay, it is difficult by these means to gain more than 1½ to 2 inches. When the errors are very great, there is no remedy but to withdraw the column, which can be effected by the windlasses, after establishing an equilibrium with the internal pressure.

As the plane of the foundation is approached the discharge of the air is moderated, by leaving a tamping at the bottom of the tubes, by controlling the escape of the air, and by unloading the column; if the motion is more rapid than desirable, the pressure may be renewed, and the tube stopped by a forced working of the pumps. At Szegedin, water pumps were placed near the air chambers, and sometimes the column was filled to the outer level, lowering the pressure proportionally, the only way of assuring the immobility of the tube. It is remarkable that a bottom in which the tube sinks spontaneously, with the least difference between the inner and outer levels, presents so great resistance to compression when a hydrostatic equilibrium is established.

Columns of 100 tons weight have often been observed to be supported upon the foundation by a surface of 1.863 square yards, formed of the end and flanch of the tube. This would be 91 pounds per square inch.

Whatever precautions are taken for directing the columns, it is well to count upon deviations of 4 inches in every direction, and to reserve the means of correcting them. This is quite easy when the columns support uprights only. The errors, measured in the plane of the head, are as a mean 4 inches in each direction, giving a slope of 0.005 with the vertical; they may reach the double of these figures, and depend upon many circumstances, but chiefly upon the nature of the bottom, and the stiffness of the scaffolding which guides the column.

The increased volume of earth due to the descent is quite variable; as a mean at the Theiss

it was three-fold; in other words, the cube of the excavated earth, measured by the number and capacity of the buckets, was three times greater than the total void dug out by the miners. In clay the increase is hardly appreciable.

In the common applications of tubular foundations, as soon as by reason of the last discharge of air the column has reached the desired depth, the pressure is renewed, the miners take away the pugging, leaving however a thickness of earth of three feet, to check the variations of water level which follow the variations of the manometer; the necessary materials of sand and water are passed to them through the air chamber, and a layer of cement from 2 to 3 ft. thick is commenced. Care is taken to leave in the middle of this layer a cylindrical hole from 8 to 12 inches diameter, which is only filled at the moment when they begin to lay on the beton. This hole allows the water to enter the pumps, in case of accident, without destroying the body of the cement.

At Szegedin, when a column was at its depth it was filled with the water an appointed height, to avoid the spontaneous sinkage, and the pneumatic fixtures being taken away, special diving bells were then used.

It was only after the driving of the piles to the desired refusal, that the first available pneumatic apparatus was put up for syphoning the water, to cut away the piles in pieces of 3 ft. for their passage through the air chamber, and to finish the excavation.

Betonage of the Columns.—When a column is ready for the beton, some buckets of beton are lowered, which is laid with the trowel at the bottom of the column to form a cushion, and then all the miners retire upon the platform under the reservoir. A barrow-gang is organized to fill the air chamber with beton; as soon as it is full, notice is given for those inside to clear the way; the upper valve is closed and the lower door opened by manœuvring the cocks as usual. the beton then falls upon the platform and at the bottom of the column. The miners inside clear the chamber with scrapers, and close the lower door; the upper valve falls, and the chamber is again filled with beton.

Whenever an approach is made to the flanch, the miners level the beton and fill up its recesses.

When the height of the beton is half that of the exterior water, measured from the plane of the foundation, the pressure is stopped, the receiver raised, and the beton laid in open air; after this the beton is crowned with masonry and the superstructure is raised.

The following table gives the drincipal dates of work of the second pier of the Theiss bridge:

Character of work.	Dates for the Up-stream Column.	Down-stream Column.
Sinking of the column....	July 31,	Aug. 4, 1857
Pneumatic work—commencement	Aug. 10,	Aug. 17, 1857
Pneumaric work—end ...	Aug. 31,	Sep. 6, 1857
Interior piling—commencement	Oct. 25,	Oct. 9, 1857
Interior piling—end	Jan. 25,	Jan. 8, 1858
Betonage—commencem't.	Mch 10,	Mch. 6, 1858
" end.....	Mch 13,	Mch 8, 1858
Sett'g up the square bod's.	Mch 17,	Mch 17, 1858

If the interior piling had not been required, the beton could have been introduced—

In the down-stream column, August 31, 1857.

In the up-stream column, September 6, 1857.

This operation for both columns would have been completed on the 15th of September; the entire pier would have been laid and prepared for the superstructure of the bridge in less than two months, with the use of but a single pneumatic apparatus. The interior piling and the severity of the winter of 1857–58, retarded the completion of the bridge several months, and yet the work was finished in two years after the settlement of the contract. This result could not have been attained with other systems of foundations, and the advantage of rapid execution has recommended the future use of tubular piers to all engineers.

The processes and apparatus above described have been applied to numerous works, and though convenient and sure, are yet susceptible of improvements. Many ingenious thoughts have become subjects for experiment or study upon some of the great European rivers, the Garonne, the Rhone, the Po, the Danube, the Vistula, &c. It is to be hoped that the authors of these works will make known the results.

We close this notice with some data relative to the net cost of the foundations of the Theiss bridge.

Net Cost of Tubular Foundations.—The cost depends upon the number of columns, their dimensions, the price of materials. &c. We shall consider only the expense of the pneumatic construction, in which we must distinguish the cost of the first establishment and that of manœuvring the apparatus.

An outfit for the Theiss bridge is comprised of the following parts:

A pneumatic reservoir, with its accessories, such as pipes, india-rubber linings, weighing 7,600 kil., at 2 fr.....	$2,632 00
An air pump, weighing 1,200 kil., at 4 frs.	902 40
Rough cast iron counter-weights, bought in England, 40,000 kil., at 10 centimes	752 00
Besides these articles, represent'g about.	$3,534 40
The company furnished some old locomotives, answering for steam boilers, and some pontoons. For this part of the instalment we should reckon, as for special apparatus.....	2,105 60
The whole cost of the first establishment, amounting to....	$5,640 00

should be divided by the number of the pneumatic piers, designed to be constructed with one outfit, either for one or many bridges.

This total does not include the planing or piercing machines, the loading cars, windlasses, tackle, &c.

The manœuvring of the apparatus is composed of the requisite loading for the instalment, and of the manœuvring proper.

The moving of the outfits from one pier to another cost as a mean at Szegedin, $56 40.

A similar moving from one column to another of the same pier cost $32 90.

An hour's working of the apparatus cost $1 99 distributed as follows:

	Frs.	Cts.
Workmanship—8 miners, at	0.35 =	52.64
" 1 miner, at	0.50 =	9.40
" 1 assist't fireman.	0.25 =	4.70
" 1 watchman, at..	0.25 =	4.70
Total of workmanship.....	4.10 =	77.08
Gen'l expenses, ⅓ of workmans'p.	1.37 =	25.75
Bonus for excavators.	0.40 =	7.52
Fuel and different furnishings ...	4.75 =	89.30
Total.....	10.	=$1.99

The total pneumatic construction of 318 feet, divided between six piers, and so twelve columns of the Theiss bridge required.

10 loadings, at 300 frs...	$654 00
21 movings, at 175 frs	690 90
3,451 hours, at 10.60 frs.	6,877 04
Total.....	$8,131 94
Or the mean cost per running foot of pneumatic construction.....	$25 57

This price does not include the furnishing, the transportation, and maintenance of the apparatus, the jointing, the sinking of the columns, the carpenter's work in directing or repairing.

The introdnction of 31,855 cubic feet of beton through the pneumatic bell, required 253 hours at $1 99, which may be regarded as the mean cost of the betonage under the bell, including leveling and interior damages, but exclusive of the carriage of the beton from its place of manufacture to the air chamber into which it was dumped directly from the barrow; this may be set at 56 cents.

The above cost of the moving of apparatus and of the running foot of pneumatic construction may be considered as proportional, all else being equal to the cube of the diameter of the columns, and the depth required below the water.

(to be continued.)

Investments in England and the United States Compared.

As there has been some inquiry among the British correspondents of our foreign houses and British holders of our securities with regard to the exact amount of income yielded by the new Treasury notes issued by the United States Government, we have thought it worth while to publish the following table, showing the actual income yielded by the same sum of money when invested in England and when invested in United States Treasury notes. It is assumed that an interest of four per cent. can be obtained on investments in England, though, of course, neither consols, nor any other security of equal standing with United States Treasury notes can be bought at such a price as to yield as much as four per cent. The interest yielded by the new Treasury notes is one cent a day on $50, or 7.3 per cent. per annum. The following is the table:

	Invested in England yields per annum.	Invested in United States yields per annum.
£1,000	£40	£73 00
1,500	60	109 10
2,000	80	146 00
2,500	100	182 10
3,000	120	219 00
3,500	140	255 10
4,000	160	292 00
4,500	180	328 10
5,000	200	365 00
5,500	220	410 10
6,000	240	438 00
6,500	260	474 10
7,000	280	511 00
7,500	300	547 10
8,000	320	584 00
8,500	340	620 10
9,000	360	657 00
9,500	380	693 10
10,000	400	730 00
11,000	440	803 00
12,000	480	876 00
13,000	520	949 00
14,000	560	1,022 00
15,000	600	1,095 00
20,000	800	1,460 00
25,000	1,000	1,825 00
30,000	1,200	2,190 00
35,000	1,400	2,555 00
40,000	1,600	2,920 00
45,000	1,800	3,285 00
50,000	2,000	3,650 00
60,000	2,400	4,380 00
70,000	2,800	5,110 00
80,000	3,200	5,840 00
90,000	3,600	6,570 00
100,000	4,000	7,300 00

The gain, therefore, by transferring money from British to American investments, is—

On £1,000	£33 per annum.
On 10,000.....	330 "
On 100,000....	3,300 "

Erie Railway.

The transfer books of the preferred and common stock of this company will be opened on Monday, 23d inst., at the office of the company, No. 11 Pine St.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,000	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Conpon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (isc'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1835	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	92
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	39½
2d Mortgage	2,000,000	7	------	15½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	73½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	96
1st Mortgage (E. Extension)	1,500,000	---	1875	96
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubnque and Pacific:				
New Construction	800,000		------	----
Dubnque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (dne $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	----
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103½
2d Mortgage	2,000,000	7	1860	95½
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1867	69
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	92
Construction	4,115,000	6	1875	92
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keoknk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keoknk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,509,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	10
2d Land Grant (Western Div.)	353,600	†	------	10
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	872,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	98
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	97½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	67½
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	82
Northern Indiana	985,000	†7	1861	81½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	75½
2d Mortgage	2,850,000	†	1877	62
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	65
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	600,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100½
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	84
4th Mortgage (convertible)	3,729,000	7	1880	71
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	95
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	97½
2d Mortgage	2,319,000	6	1875	87
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	438,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,676,300	6	1880	83
Mortgage	3,103,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	71
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	60
2d Mortgage (convertible)	2,000,000	7†	'68–'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	66
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	27
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

POPULATION, WEALTH, DEBTS, AND PROPERTY OF THE STATES IN 1850 AND 1860 RESPECTIVELY.

STATES.	POPULATION. 1850.	POPULATION. 1860.	VALUATION FOR TAXES.* 1850.	VALUATION FOR TAXES.* 1860.	ABSOLUTE DEBT. 1850.	ABSOLUTE DEBT. 1860.	CONTINGENT DEBT. 1850.	CONTINGENT DEBT. 1860.	TOTAL LIABILITIES. 1850.	TOTAL LIABILITIES. 1860.	STATE PROPERTY, 1860. PRODUCTIVE.	STATE PROPERTY, 1860. NOT PRODUCTIVE	RANK IN 1860 RELATIVE TO POPULATION	RANK IN 1860 RELATIVE TO VALUE	RANK IN 1860 RELATIVE TO DEBT.	RANK IN 1860 RELATIVE TO PROPERTY.
Alabama	771,623	964,296	$241,334,423	$362,427,212	$8,539,110	$5,099,000	$.....	$.....	$8,539,110	$5,099,000	$662,000	$.....	13	14	17	13
Arkansas	209,896	435,427	36,428,675	120,476,236	3,682,172	3,092,622	.....	.....	3,862,172	3,092,622	.....	.....	25	27	19	—
California	92,597	380,016	21,923,173	131,060,279	390,000	3,885,000	.....	.....	390,000	3,885,000	.....	.....	26	25	16	—
Connecticut	370,792	460,151	119,088,672	224,962,514	.....	.....	58,212	.....	58,212	.....	406,000	.....	24	20	—	14
Delaware	91,532	112,218	15,896,870	23,117,264	.....	.....	.....	.....	.....	.....	109,250	.....	32	34	—	18
Florida	87,445	140,439	23,198,734	49,461,466	.....	158,000	.....	.....	.....	158,000	.....	.....	31	30	25	—
Georgia	906,185	1,057,329	336,110,225	672,322,777	1,933,472	2,670,750	.....	500,000	1,933,472	3,170,750	4,461,532	250,000	11	4	18	8
Illinois	851,470	1,711,753	114,782,645	407,477,367	16,612,795	11,138,454	.....	.....	16,612,795	11,138,454	.....	.....	4	9	9	—
Indiana	988,416	1,350,941	152,870,399	436,367,862	6,631,737	10,286,856	.....	.....	6,631,737	10,286,856	.....	.....	6	8	10	—
Iowa	192,214	674,948	21,690,642	197,823,250	55,000	322,295	.....	.....	55,000	322,295	58,571	.....	22	22	24	19
Kansas		107,110		33,719,813	.....	.....	.....	.....	.....	.....	.....	.....	33	32	—	—
Kentucky	982,405	1,155,713	291 387,554	493,409,363	4,497,650	5,574,244	.....	.....	4,497,652	5,574,244	.....	.....	9	7	15	—
Louisiana	517,762	709,290	226,456,118	400,450,747	1,380,566	4,427,130	14,857,565	5,596,773	16,238,131	10,023,903	218,500	.....	17	10	11	17
Maine	583,169	628,276	96,799,553	141,229,716	654,750	699,000	.....	338,387	554,750	1,037,387	.....	.....	22	24	22	—
Maryland	583,034	687,034	208,563,566	255,447,588	10,549,291	10,754,204	5,360,699	4,100,000	15,909,980	14,854,204	13,647,276	14,000,000	19	19	7	3
Massachusetts	994,514	1,231,065	537,936,995	897,795,326	1,085,508	1,314,000	5,049,184	5,049,184	6,363,184	6,363,184	.....	2,000,000	7	2	13	11
Mississippi	791,396	606,526	208,422,167	386,712,918	2,271,707	2,271,707	5,000,000	5,000,000	7,271,707	7,271,707	.....	.....	14	11	12	—
Missouri	682,044	1,182,317	98,596,463	338,900,760	956,261	602,000	18,436,000	18,436,000	19,038,000	19,038,000	7,879,969	3,116,180	8	15	4	6
Michigan	397,654	749,112	30,877,223	275,762,771	2,812,717	2,337,630	.....	2,275,000	2,812,717	2,337,630	.....	.....	16	18	21	—
Minnesota	6,077	162,022	262,089	35,564,493	.....	288,685	.....	.....	.....	2,563,685	.....	.....	30	31	20	—
New Hampshire	317,976	326,072	95,261,596	127,398,722	.....	.....	.....	.....	.....	.....	.....	.....	27	26	—	—
New Jersey	489,555	672,031	163,151,619	213,591,666	.....	95,000	.....	.....	.....	95,000	.....	.....	21	21	14	16
New York	3,097,394	3,887,542	715,369,028	1,416,298,837	67,595	31,671,944	1,233,905	770,000	1,301,500	32,441,944	38,800,000	764,671	1	1	1	1
North Carolina	669,039	992,667	212,071,413	301,722,618	22,804,216	9,129,505	977,000	4,849,000	23,781,216	13,978,505	4,600,000	.....	12	12	3	9
Ohio	1,980,329	2,339,599	433,872,632	845,899,951	19,026,200	17,223,153	.....	.....	19,026,200	17,223,153	18,000,000	.....	3	3	5	4
Oregon	13,294	52,464	5,063,474	24,181,669	.....	.....	.....	.....	.....	.....	.....	.....	34	33	—	—
Pennsylvania	2,311,786	2,906,370	500,275,861	568,770,234	40,611,173	38,639,961	.....	.....	40,611,173	38,638,961	12,933,997	.....	2	5	1	5
Rhode Island	147,545	174,621	77,758,974	111,175,174	.....	.....	.....	356,311	.....	386,311	400,532	.....	29	28	23	15
South Carolina	668,507	703,812	293,967,709	367,922,715	2,310,896	3,192,743	.....	3,000,000	2,310,896	6,192,743	5,654,622	.....	18	13	14	7
Tennessee	1,002,717	1,109,847	195,281,358	377,206,641	3,337,856	3,844,607	.....	12,799,000	3,337,856	16,643,607	3,292,717	.....	10	12	6	10
Texas	212,592	602,432	53,563,671	288,883,884	11,055,694	.....	.....	.....	11,055,694	.....	1,400,000	.....	23	17	—	12
Vermont	314,120	315,116	72,980,483	66,871,851	.....	.....	.....	.....	.....	.....	.....	.....	28	29	—	—
Virginia	1,421,661	1,596,079	382,304,253	501,829,722	9,367,963	29,106,669	3,896,500	6,039,292	13,264,463	35,145,961	25,313,614	.....	15	6	2	2
Wisconsin	305,391	776,873	26,715,525	184,062,536	.....	100,000	.....	.....	.....	100,000	4,885,866	.....	16	23	26	—
GRAND TOTAL	23,067,262	31,145,378	$5,989,152,771	$11,296,306,942	$169,549,334	$197,923,117	$38,756,218	$66,995,155	$208,305,552	$264,918,272	$117,786,250	$45,444,365				
Increase	8,078,116 = 35 p. c.		$5,307,154,171 = 88½ p. c.		$28,373,783 = 17 p. c.		$28,238,937 = 73 p. c.		$56,612,720 = 27 p. c.							

* This is the valuation according to the State Assessors' returns. The true value of the States collectively, as returned by the censuses of 1850 and 1860, was $7,066,562,965 and $16,102,924,116 respectively. (*See* Report of the Secretary of the Treasury, July, 1861.)

Locomotive Performances on the Illinois Central Railroad for July, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for July, 1861, from which the following is compiled:

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. trains.	25,902	18,893	21,781	66,526
" freight "	33,140	11,796	23,422	68,338
" other "	14,349	9,122	5,860	29,331
Tot. miles run.	73,391	39,811	51,013	164,195
RUNNING EXPENSES.				
Lbs. of waste.	1,177	602	613	2,392
Gallons of oil.	566	340	363	1,269
Cords of wood	499	791	363	1,653
Tons of coal..	1,293	.....	799	2,092
Cost of wages.	$2,769	$1,534	$2,089	$6,392
" repairs	4,294	2,978	2,810	10,081
" stores.	508	294	311	1,114
" fuel ..	4,332	2,768	2,871	9,973
" cleaning engines.	435	239	333	1,006
Total cost ...	$12,338	$7,813	$8,414	$28,566
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, and tallow.	0.69	0.74	0.61	0.67
For repairs ..	5.85	7.48	5.50	6.14
For fuel	5.90	6.95	0.61	6.07
For wages ...	3.79	3.85	5.62	3.89
For cleaning .	0.58	0.59	0.65	0.62
Total.....	16.81	19.62	16.49	17.39
AVERAGE MILES RUN.				
To 1 c'd wood	61.56	50.33	54.29	55.39
To 1 ton coal.	34.85	.....	41.42	38.13
To 1 pt. of oil.	16.20	14.65	17.47	16.15
Average number cars per trip.....	13.48	9.27	9.00	10.93

NOTE.—The above oil includes that used in head-lights and lamps of engineers.

Wood is rated at $3.50 per cord; coal, $2.00 per ton, loaded on tenders.

Average cost per mile of passenger engines..13.54
" " " " " freight " ..20.84
" " " " " construction " ..18.81
" " " " " switching " ..17.13
" " " " " freight engines using wood for fuel.....34.28
Average cost per mile of freight engines using coal for fuel.....16.61

Sugar Valley Railway.

A Dubuque paper states that at a late meeting of the directors of this road, the President of the Company made a very satisfactory statement of the affairs, giving promise of a speedy completion of the road to Portage. N. N. Wood, of Portage City, was elected a Director to fill a vacancy. Mr. Waldo Abel, one of the Directors, and Col. Miller, the Chief Engineer, were authorized with full power, to negotiate for the iron, chairs and spikes for fifty miles of road. The surveys of the Northern Division have been completed, and maps, profiles and plans will be perfected in about ten days. If the people along the line take hold of this matter with proper zeal, this road may be completed to Portage within the next year.

Oil Well Pipe, Tools, Fixtures, Etc.

We have received a Circular List, giving dimensions, weight, price, etc., of the Cast and Wrought Iron Artesian Well Pipes and Tubes, manufactured and for sale by Messrs. MORRIS, TASKER & Co., Pascal Iron Works, Philadelphia. These pipes and tubes are made either with the *flush* or *socket* joint, of any diameter, length or weight that may be required. The flush joint Artesian Well Tubes are made under the Patent of J. N. Bolles, and is described as "the mode of rendering cylinders or tubes flush or upon a line on their exterior surfaces, for Artesian Wells, or other purposes, etc., patented June 19, 1855." This patent is owned by Messrs. MORRIS, TASKER & Co., who grant no licenses to others to manufacture, or for the use of any manufacture but their own. They also supply at short notice, tools for boring and drilling, derricks, drilling machines, etc., of every description, for sinking Artesian Wells. Also, to connect the tubing, pumping cylinders, of all diameters; composition or cast iron chambers; composition buckets and valves, and all the working parts, very substantial for hard service in deep well pumping. This is probably the oldest and most extensive establishment of the kind in the country, and the facilities enjoyed by them for rapid and economical working are not surpassed by any. We invite attention to their Advertisement in another column. For a descriptive and priced catalogue, address Messrs. MORRIS, TASKER & Co., Philadelphia, Pa.

Journal of Law.

CORPORATIONS: THEIR STATED MEETINGS; PRESUMPTION AS TO KNOWLEDGE OF BUSINESS TRANSACTED BY ABSENT MEMBERS.

The relator claimed the office of the first district court in the city of New York by virtue of an election made by the Board of Aldermen of the city of New York. On the 14th December, 1857, a majority of the Board of Aldermen, passed resolutions to give notice to the Mayor that they would meet in convention on the 21st of December, for the purpose of electing clerks of the district courts in the place of those whose term was to expire at the end of the month, and invited the Mayor to be present at that meeting. There were present and voting nineteen aldermen; the remaining three members of the board were absent. On the 18th December, 1857, there was another stated meeting of the Board of Aldermen, at which seventeen were present, five being absent. The resolution of the 14th December was rescinded, and a resolution was passed inviting the Mayor to meet the board at half past six o'clock of that evening, in convention, for the purpose of appointing district clerks. Within ten minutes after the passage of this resolution, the Board of Aldermen adjourned, and the Mayor Fernando Wood entered their chamber, took the chair and organized the convention. The relator was then appinted clerk of the district court for the first district. None of the Aldermen had notice of the convention of the 18th of December except those who were present when the resolution calling it was passed. It was contended that the election was irregular on the ground that the absent members of the board had no notice of the election.

HELD.—That the inquiry was not whether it was necessary to give any notice previous to passing the resolution calling the convention at which the plaintiff was appointed. Such a resolution might be passed at any stated meeting of the board without any preliminary notice. But the question was, whether such of the Aldermen as were absent at the time of the adoption of the resolution, were not entitled to some notice of the time fixed for the election; or, whether on the other hand, that time might be lawfully so arranged, as effectually to prevent the possibility of their obtaining any notice. Every member of a board is bound by whatever is done at any stated meeting within the range of the ordinary duties of the board; and no member has any right to object on the ground that he was not present; because all the members have or are presumed to have, knowledge of the times for holding the stated meetings, and if any member fails to attend, he voluntarily waives his right to participate in the business of the meeting; but there is no presumption that members know what is transacted at the meeting of the board, so as to charge them with notice of anything there transacted, contemplating future action at a time, other than that of a stated meeting. The election in this instance was, therefore, void, *New York Court of Appeals, Law vs. Batchelor.*

MANUFACTURING CORPORATIONS, WHEN SUBSCRIBERS ARE STOCKHOLDERS: LIABILITY OF FOR DEBTS OF COMPANY.

The action was brought to recover $1,000 from the defendant, on the ground that he was the proprietor of $1,000 worth of stock in the Hudson River Stone Dressing Company, against which the plaintiff had recovered a judgment for $1,756 98. The case was brought under the general law providing for the personal liability of stockholders of manufacturing companies to the amount of their stock. The defence was that the defendant was not a *legal* stockholder.

It appeared that a certificate of ten shares of the capital stock, dated Feb. 6, 1854, was issued to the defendant. This was apportioned to one Samuel H. Jordan *for the defendant*, on the 15th of April, 1853, pursuant to a subscription for capital stock originally made by Jordan for the defendant, at his request; the amount subscribed to be paid in ten equal monthly installments, the first payment being made on the 3d of May, 1853. The defendant was one of the signers of the articles of association, and derived such interest as he had in its stock from the facts before stated. A by-law of the company which was in force during its whole existence, declared that the stock of the corporation was transferable only on its transfer book, by the holder thereof or his attorney, on the surrender of his certificate. No stock transfer whatever to the defendant was contained in the transfer book of the company, and no shares of the company's stock had ever been transferred to the defendant or to any person for him, on the transfer books. The plaintiff had a verdict, which was sustained by a general term of the New York Supreme Court. The defendant then appealed to the Court of Appeals.

HELD,—That the defendant was a legal, and not merely an equitable owner of the stock. Jordan acted merely as the defendant's agent; the relation between them was not of a trustee and *cestuique trust*, but that of principal and agent, which, although in a certain sense and for certain purposes, involving the idea of a trust, does not make the principal the equitable and the agent the legal owner of everything he buys for the former in his own name, particularly when he discloses the name of his principal. If it is known to the seller that the agent acts on behalf of another, and that other is recognized by the seller as the real owner, the principal is at once entitled to the possession of the thing purchased. So in this case the certificate of stock was issued to the defendant in his own name; and although the name of Jordan was originally employed, the certificate of stock in view of the whole circumstances, related back to make the defendant the legal owner from the commencement of the transaction. He was entitled to demand a share of the profits from that time, if any profits accrued; he then became a stockholder, and continued to be a stockholder, at the time this action was commenced. After the original issue of stock, perhaps any subsequent holders, in order to be made liable, should have the stock transferred to them on the book, or their names as stockholders should appear in the index book, or in the register of stockholders. But in the present case the defendant was an original subscriber, through his agent Jordan; and, of course, no transfer as from an old to a new stockholder was requisite. The stock was issued not transferred to him. Judgment affirmed. New York Court of Appeals, Barr *vs.* Wilcox.

Dayton and Western Railroad.

The following gentlemen have been elected directors of this road for the ensuing year: Simon Gebhart, Frederick Gebhart, Valentine Winters, Jonathan Hartman, Robert Dickey, Jonathan D. Phillips, Henry L. Brown, Henry Herman, Robert W. Steele, of Dayton; E. F. Drake, Xenia; John W. Kirk, John W. Owens, Cincinnati; S. Brindley, of Preble County.

At a subsequent meeting of the board Simon Gebhart was elected President, in place of J. W. Kirk, who declined a re-election.

The New State of Kanawha.

The counties included in the boundaries of the new State of Kanawha (Western Virginia) had a population, according to the census of 1860, of 281,786, as follows:

Logan	4,928	Barbour	8,959
Wyoming	2,865	Upahur	7,292
Raleigh	3,367	Harrison	13,790
Fayette	5,997	Lewis	7,999
Nicholas	4,626	Braxton	4,092
Webster	1,555	Clay	1,787
Randolph	4,990	Kanawha	14,575
Tucker	1,428	Boone	4,810
Preston	13,312	Wayne	6,747
Monongalia	13,048	Cabell	8,030
Marion	12,721	Putnam	6,801
Taylor	7,463	Mason	9,185
Jackson	8,306	Wood	11,046
Roanoke	8,048	Pleasants	2,945
Calhoun	2,502	Tyler	6,517
Wirt	3,751	Doddridge	5,208
Gilmer	3,759	Wetzel	9,708
Ritche	6,847	Marshall	13,001
Ohio	22,422	Hancock	4,445
Brooke	5,494		
Total population			281,786

The whole population of Virginia in 1861 was 1,593,199, including 495,826 slaves, leaving a white population of 1,097,373. Not more than eight or ten thousand of the slaves were in the counties now included in the State of Kanawha, so

that in losing this population of 281,786, Virginia loses about one fourth of her inhabitants. As there are a number of other counties that will be sure to come into the new State if the federal government affords their people sufficient protection, the loss will soon be still greater. Moreover, the territory of Kanawha, including the fine valley of the river of that name, and the fertile region along the Ohio, is as fine as any in the State, and in the decate between 1850 and 1860 population increased there more rapidly than in any other part of Virginia.

The Philadelphia and Erie Railroad Lease.

The negotiations between the Pennsylvania and Philadelphia and Erie Railroad Companies for the lease of the unfinished line to Lake Erie to the company owning the completed line to the Ohio river, for the unity of great interests within the State, proceeds steadily towards a finality. In a matter involving large existing investments and heavy prospective outlays, the utmost nicety of consideration is inevitable; and as in the progress of all great movements deliberation begets modifications, mutual precautions and concurrent vigilance—the consequences of observations from different stand points, even where the aim is common and the end identical—considerable time divides an end from a beginning.

Meantime, the popular verdict has been rendered in advance in favor of the measure, and so naturally did the policy of the proposition commend itself to the approval of the communities and interests involved, that we verily believe the majority of our citizens take it for granted the act is already consummated.

Before the public, there is no diversity of sentiment on the policy of the lease, nor could opposition find a foothold for justification among intelligent people, even if there were Quixottes to conjure phantoms only to combat them, in these latter days.—*U. S. R. R. and Mining Register.*

Brazilian Railway.

The report of Mr. Brunlees, the engineer-in-chief of the San Paulo (Brazilian) Railway, states that on the first section, of 13 miles in length, the greater part of the line from Santos to Mugi is formed, and about four miles of the permanent way has been laid. On the second section, 37 miles in length, he had determined to lower the inclines, and form the line in the ordinary way, with cuttings and embankments. The contractors have made rapid progress with the earthworks. After passing the summit the line runs in a valley all the way to San Paulo, with works of a very light nature. The work on the inclines is the key to the whole. On the third section, 30 miles in length, a distance of about four miles from San Paulo to the Tiete river has been formed to facilitate the transit of materials. From 1,500 to 1,800 men were employed on the works at the date of the last advices.

Valuation of Boston, Mass.

We give below the annual statement of the Assessors, of the valuation of the real and persona estate in the city of Boston, May 1, 1861. The valuation of the real estate in the city is $167,335,900, against $163,891,300 last year, an increase of $344,600. The personal property is estimated at $107,945,300, against $112,969,700 in 1860, a falling off of $5,024.400. The number of polls is 35,037, or 588 more than last year (34,449).

The rate of taxation this year is forty cents less than in 1860, it being now $8 90 on $1,000, and $9 30 last year. The increase in the valuation of real estate is owing in part to the new law in regard to the valuation of such property, which requires a measurement of the land, in making up the valuation. There is a decrease of personal property in every ward of the city.

The State tax in Boston in 1860 was $82,245; in 1861, $94,575, or about 3 93-100ths of the entire amount.

The Assessor's figures for this year are as follows:

Wards.	Real Estate.	Personal Estate.	Polls.	Poll Tax.
1....	$7,475,700	$2,586,400	3,288	$4,932.00
2....	5,496,800	673,000	3,629	5,543.50
3....	6,536,700	2,932,200	2,254	3,381.00
4....	38,933,900	33,365,400	2,755	4,132.50
5....	5,612,800	2,245,200	2,233	3,347.50
6....	27,237,800	23,127,800	2,429	3,643.50
7....	16,981,200	23,324,200	2,398	3,597.00
8....	11,550,700	4,630,900	2,000	3,000.00
9....	10,125,800	3,829,700	1,926	2,889.00
10....	7,703,800	2,569,800	2,372	3,558.00
11....	20,552,200	6,268,700	4,456	6,684.00
12....	9,128,500	2,492,000	5,297	7,945.50
	$167,335,900	$107,945,300	36,037	$54,555.50

The following was the valuation of last year:

1....	$7,673,300	$2,848,600	3,566	$5,349.00
2....	5,364,500	725,800	3,520	5,580.00
3....	6,911,000	3,243,300	2,226	3,339.00
4....	38,259,300	36,972,000	3,192	4,788.00
5....	5,595,000	2,234,900	2,202	3,303.00
6....	27,453,300	23,276,400	2,262	3,393.00
7....	10,624,900	23,897,800	2,567	3,850.50
8....	11,734,200	4,955,900	2,175	3,262.50
9....	8,770,900	3,173,000	1,998	2,997.00
10....	7,456,900	2,689,700	2,384	3,576.00
11....	19,428,800	6,321,800	4,142	6,213.00
12....	8,529,200	2,548,500	4,215	6,322.50
	$163,891,300	$112,969,700	34,449	$51,673.50

TOTALS.

Gain on real estate	$3,444,600
Loss on personal estate	5,024,400
Loss on real and personal estate	1,579,800
Gain of polls	588
Amount of warrant for 1860	2,530,000
" " " 1861	2,400,000
1861.	
Total of real and personal estate	$275,281,200
1860.	
Total of real and personal estate	276,861,000

The Russian Pacific Telegraph.

The plan for establishing a telegraphic line connecting Europe through Siberia with the Pacific Ocean has, during four years, had time to take shape and form, so that at the commencement of the present year, the supreme sanction was given to the project for constructing a telegraphic line in the counties bordering on the Amoor and Oussouri, from Nikolaiewsk by Khabarovka to the port of Novgorod (1,900 versts), the most important point of the possessions recently annexed to Russia on the Sea of Japan. The establishment of this line is undertaken by the Ministry of Marine at its cost, and under its direction; and at the same time the superior direction of the means of communication (Board of Works) has commenced the construction of a line starting from Kasan in the direction of Siberia, which proposes opening at the end of the present year a telegraphic communication from Kasan to Omsk (1,900 versts), and to continue it afterwards to Irkutsk, a distance of 2,475 versts from Omsk. Thus, probably within two or three years on the one side there will be telegraphic communication between Europe and Asia to Irkutsk, and, on the other hand, our new colonies on the Amoor and Oussouri will be connected with each other, and with our principal ports on the Japanese waters. Thus of the extent of 10,000 versts which the Siberian telegraph will embrace, there only remains the central portion, that of Irkutsk by Kiakhta to Kabarovka, about 3,500 versts, where as yet nothing has been settled; but it is beyond a doubt that as soon as the works actually projected shall have been successfully completed this intermediate line will be constructed, and thus within four or five years at the latest the gigantic project of a telegraphic communication from Europe to the distant lands on the shores of the Pacific Ocean will be realized. The year 1861 promises to be a memorable one, if we consider the great questions which will receive a solution. Among those questions we must place the commencement of a durable connexion and the establishment of rapid communication between Siberia and civilized Europe, and the apparatus of the electric telegraph on the virgin shores of the Amoor and Sea of Japan. It seems needless to point out the importance and usefulness of so vast an extension of improved communication by the promoters of civilization and commerce.—*St. Petersburg Gazette.*

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "American Railroad Journal,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED.

THE RENSSELAER
Polytechnic Institute,
TROY, N. Y.

THE thirty-eighth Annual Session of this School for thorough instruction in the Natural Sciences and Civil Engineering, will begin September 18th, 1861.
A department for instruction in Military Science and Art has been instituted.
Inquiries may be addressed to Prof. Chas. Drowne, Director of Rens. Pol. Institute, Troy, N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.
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PHILADELPHIA.
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Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.
KRUPP'S BEST CAST STEEL.
PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.
PATENT LAP-WELDED STEEL TUBES.
THOMAS PROSSER & SON,
28 Platt St., New York.

LOCOMOTIVES FOR SALE.
THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.
They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.
The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.
WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 28, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Sandusky, Dayton & Cincinnati Railroad.

The earnings of this road for the fiscal year ending June 30, 1861, were:

From passengers		$114,913 51
" freight		278,364 41
" mail		16,080 00
" express, storage, etc.		13,842 06
		$423,229 98

And the expenses were:

Maintenance of way	$107,995 91	
Locomotive power	89,626 64	
Train expenses	78,566 65	
Station "	57,682 72	
General "	40,448 05	
Machine shop	5,881 20	
		380,201 17
		$43,028 81
Loss and damage on freight		829 00
Balance		$42,199 81
Interest account	$85,312 50	
Taxes	10,626 29	
		95,938 79
Deficiency		$53,738 98

Compared with the previous year, the gross earnings show a decrease of $16,435 64
With an increase in expenses of 44,724 00
Making the decrease in net earnings .. $61,159 64

The following is a statement of the receipts and disbursements during the year:

	Dr.	
Balance on hand July 1, 1860		$23,624 03
Receipts from transportation		433,899 60
Joint earnings with Clev., Col. & Cin. Railroad		27,015 38
Sales of old materials, etc.		10,366 39
		$494,905 40
	Cr.	
Operating expenses, taxes, damages, etc.		$318,149 62
Interest and insurance		3,398 30
New iron and re-rolling		22,184 34
New freight cars		27,081 16
Expense occasioned by fire		2,480 00
Rebuilding telegraph and filling Ravine		1,751 00
San. City and Ind. coupons for 1860-'61		23,520 00
Bonds due in 1856, principal		11,000 00
Interest on same		12,491 07
Coupons under programme		14,538 48
Completed settlement of adjusted debt, etc.		32,546 46
Balance on hand June 30, 1861		25,765 07
		$494,905 40

The records of passenger statistics were burned in March last. The number of tons of through freight carried was 60,352; do. way, 96,324. The number of miles run by engines was 452,635; expense per mile 84 cents.

The equipment consists of 40 locomotives; 18 passenger, 2 passenger and mail, 6 baggage, 251 freight, 60 stock, 80 platform, and 44 hand cars. But 10 of the engines are in first class order; 10 in second rate, but in running condition; 6, though still in use are not worth re-building; 5 are worthless, except for old iron; 4 are re-building; and 5 need general repairing. The report says:

The balance from net earnings for the year ending June 30, 1860, made up of the items included in the above statement, was $109,646 07—showing a decrease of $51,057 17, being about the same percentage of decrease exhibited last year between the net earnings of 1860 and 1859.

An analysis of the tables accompanying this report will show that this falling off occurred almost entirely in the latter half of the year.

The details embraced in table C, show that under the head of Train Expenses, the item of "new cars" has been swelled from some three hundred dollars last year, to $26,508, and the item for repairing freight and passenger cars, from $24,356, to $33,393—showing an aggregate increase in these several items of $35,220, made necessary by pressing deficiencies. The increase under the several heads pertaining to working expenses, though separately not large, has arisen principally from dilapidation and imperfect adaptation in machinery. The repairs of buildings is almost exclusively to be charged to the effects of the fire at Sandusky last winter, and to the renovation of the ware-houses and wharves at the same place.

These expenditures were forced upon us at an unpropitious time, and could the falling off in business have been foreseen in time, a large proportion of them could have been profitably diverted to the track for ballasting and iron. The rolling stock and machinery had been neglected, and needed both renewal and increase. The expenditures made in these departements under the supervision of our new Superintendent, have been judiciously made. And when it is considered that the falling off in transportation is mainly on business from the east, it will be seen that the number of cars and engines necessary to maintain the efficiency of the line could not have been materially reduced.

The condition of the road-bed and track demands serious attention, and the holders of the Company's securities are quite as much interested in this aspect of its affairs as any other parties in interest. In 1851 and 1852, the track was laid with T rail, which took the place of the original flat bar or strap rail. From some unaccountable theory of economy, the new iron was put down without chairs. Much of the track was laid in clay soil, without sufficient ballasting; and in fact the whole line of road, according to the Engineer's report at the close of 1853, (though most of it was declared in good condition,) needed gravelling—six inches being reported as the minimum quantity required.

From that time forward no persistent measures have been carried out for bringing the track up to the required standard of a first-class road. Doubtless the reason may be traced, in the earlier as in the later period, to want of means.

Experience has demonstrated that the cost of transportation depends largely upon the condition of the track. The repairs of machinery and car equipment keep even with the state of the road, showing a difference as high as forty per cent. in favor of a well ballasted and well ironed road. The items of track repairer's wages and tools take a higher range of difference, and may safely be counted as one to three in favor of the well conditioned track. In a line of 190 miles, including branches, the waste in the maintenance of way is enormous. A few years would show an aggregate equal to the whole cost of re-ironing. These are startling facts demanding in our case close and enlightened consideration.

Since the failure, in 1857, to meet promptly the full interest on the funded debt of the company, the management has labored under increasing and discouraging embarrassments. The pressing nature of a heavy floating debt, incurred under the fallacious hope of overcoming permanent obstacles by temporizing expedients, compelled, as is well known, early in 1858, the adoption of a plan for its extinguishment. The company has reason to congratulate itself that the plan, defective, as subsequent experience has shown it to have been, in not being able to meet changing circumstances in the external affairs of the company, has, nevertheless, been made to answer the purpose of extinguishing the entire floating debt proper. It must be admitted, however, that so far as the means for the accomplishment of this purpose were derived from the current earnings of the road, they have been to a large extent diverted from the track and the road equipment. The company being relieved from this crushing pressure, may it not now turn to the holders of its mortgage securities for that indulgence which could not be asked of the floating debt?

CONDENSED BALANCE SHEET.

Cost of road	$3,195,994 00
" stations	792,284 37
" rolling stock	605,900 00
Bonds of the Company, 1875	81,000 00
Stocks, bonds and bills receivable	28,468 65
Lands	608 00
Materials on hand	38,145 51
Cash	25,765 07
Due from P. O. Depart., agents, etc.	18,798 31
Balances uncollectable, or offset by claims	18,614 39
S. Mt. V. & Pittsburg R. R.	1,227 29
Springfield and Columbus R. R.	60,124 20
Boats	158,503 02
Profit and loss	356,353 29
Transportation	138,526 62
Insurance, etc.	2,822 58
	$5,523,135 32
Capital stock	$2,697,090 00
Bonds over-due—1856	125,000 00
" due in 1866	997,000 00
" " 1875	1,000,000 00
Dividends due in 1860-'62	71,000 00
Six per cent. due in 1878	420,384 61
Old dividends	7,778 50
Bills payable	8,820 98
Interest on bonds accrued	132,085 50
Due for labor and supplies	56,766 87
Due connecting roads	1,208 86
Taxes 6 months' proportion	6,000 00
	$5,523,135 32

President—O. FOLLETT.

Directors—Nathaniel Silsbie, I. M. Spelman, John P. Yelverton, Elisha C. Lichfield, Elijah P. Williams, S. A. Winslow, J. H. Brotherton, Ralph M. Pomeroy, Jona. Harshman, Robert G. Corwin, Isaac S. Gardner, W. Pierson.

Secretary and Treasurer—L. H. LATHAM.

Superintendent—HARVEY RICE.

Albemarle and Chesapeake Canal.

This canal, or the channel which is so called, is formed by the construction of two short lines of canal—one known as the Virginia Branch and one as the North Carolina Branch. The former connects the southwest branch of Elizabeth River, at a point about 25 miles from Norfolk, with the navigable head of North Landing River—a stream which empties into Currituck Sound. The latter branch completes the communication with Albemarle Sound by connecting Coinjock Bay, an indentation of Currituck Sound, with North River. The Virginia Branch is eight and a-half miles in length, and the North Carolina Branch five and a-half—making in all fourteen miles of Canal proper, while the entire line of navigation, from Chesapeake Bay to Albemarle Sound, is about 65 miles long.

The Canal was commenced in 1855 by parties from Buffalo, and was brought very near completion about the time the rebellion broke out. The contractors were Messrs. Theodore D. Barton of Buffalo, and Milton Courtwright of Erie, N. Y. Mr. John Lathrop, of Buffalo, was the engineer. The construction was prosecuted with vigor until the past Spring, when the rebellion brought the contractors to a sudden halt in their operations; so sudden, we understand, that they were unable to get away many of the men employed in the work. The canals were for all practical purposes completed, however, when their connection with them ceased.

The improvement completes a chain of inland navigation extending from New York Bay to Newbern and Beaufort, N. C., a distance of 600 miles; the other artificial link being the Delaware and Raritan and the Chesapeake and Delaware Canals.

The depth of the Albemarle and Chesapeake Canal is eight feet. The Dismal Swamp Canal admits only a draft of five feet.

Dubuque, Marion and Western Railroad.

Work has again commenced on the extension of the road from Springville. Mr. Shaw of Anamosa has taken the contract and will finish it for $300 per mile. This amount will be refunded to those who pay it in by the company's scrip, which will be received by them for all dues and business of the road. We understand nearly the whole amount required has been subscribed.

The work was resumed on the 9th inst., and it was thought by Mr. Shaw that seven weeks would be sufficient time in which to finish it to Marion. He says he can have the track ready for the cars in less time than that if the iron and ties are ready for him as fast as needed.—*Lynn Co. Regist.*

Marietta and Cincinnati Railroad.

ANNUAL REPORT OF THE PRESIDENT, JUST ISSUED IN LONDON.

To the Stockholders of the Marietta and Cincinnati Railway as re-organized.

The Board of Directors of the Marietta and Cincinnati Railroad Company (as re-organized) having decided that a resort to the borrowing power of the corporation is absolutely indispensable for the preservation and future productiveness of the property, deem it proper to present to all parties interested a full and complete exposition of its affairs—to point out the reason why the owners have failed hitherto to realize expected benefits—to suggest and urge upon their immediate consideration effective plans of relief, and demonstrate the security offered for such an outlay of additional capital as will secure the completion of the enterprise.

In order that clear and intelligent information on the whole subject may be within the reach of shareholders, copies of all legislative and judicial action—the proceedings of stockholders and directors, in relation to the proposed loan, together with a full statement of the road and its present financial condition, may be seen at the office of the company, in London, and at Chillicothe, Ohio.

Before entering upon a discussion of these topics, however, it seems to be proper to recall the leading facts connected with the construction of the road, proving that the long delay in its opening for traffic, and the large increase of cost, resulted from causes entirely beyond the control of the Board of Directors.

Early in 1853, the entire line of road from Blanchester to Wheeling had been placed in the hands of the most experienced and reliable contractors. The contracts stipulated for the completion of the entire work by the 1st of December, 1854. The contractors had placed upon the line a force fully adequate to bring about this result. Six thousand men and teams were actually engaged upon the work. The Directors at that time had securities enough, at prevailing prices, to meet their engagements to contractors. The conditions of success seemed, therefore, to have been established beyond any doubt; but the revulsion of that year, resulting from the European war and other well known causes, so impaired the value of railroad securities, that sales were entirely stopped. The contractors were compelled to disband their forces and abandon their work. During the suspension that followed, the interest upon the large and totally unproductive outlay that had been made, was enough to absorb a large portion of the money that was raised for the purpose of renewing the work.

Although the company succeeded, in the face of all these difficulties, in effecting large sales of securities at good prices, yet the delays in realizing money were so great, that current interest and the extra expense of resuscitating an enterprise so greatly paralyzed, not only absorbed a large share of the money, but has added heavily to the ultimate cost. Had the contracts been completed by the 1st of December, 1854, the interest account would have been comparatively light, while income would have taken at once the place of outlay. But in consequence of the reverses above named, more than $3,000,000 have been added to this account of money, which might otherwise have been expended in the completion of the road. Had the road been opened for traffic through to Wheeling in 1855, as contemplated, it would at once have assumed its proper position as the main trunk line from Cincinnati to the seaboard, and the earnings would have answered all demands for interest.

During a large portion of this season of extreme embarrassment, the work was actually carried forward by the private means and personal credit of the Directors, and the heavy advances thus made to preserve the enterprise from total ruin have never been replaced to them. Not one of those who constituted the Board during that arduous struggle, but who has suffered severely in his private fortune. This brief vindication of the past is not only due to the managers who have thus devoted time, property, and personal comfort to the thankless undertaking, but it is also right and proper that those who have advanced their money should look at the matter in the light of actual facts, that they may judge correctly of the causes of disappointment.

When we come to look for the causes of failure to earn a fair interest upon cost, it is also impossible to form a correct judgment of the value of the property, without considering carefully all the facts connected with this part of its past history. Had the scheme with its connections been completed, and put upon a trial of its merits under circumstances of average fairness, the results, as shown in receipts and expenses, might have been claimed as decisive of actual value. But such has not been the case. The capacity of the route to control its appropriate traffic has never been tested, while the condition of the track has never been such as to afford the opportunity of thorough practical economy in operating the road. To the owners of the property it is especially important that these matters be well understood, as a feeling of discouragement arising from past experience might prove fatal. The year 1857 will be long remembered for its financial crisis—paralyzing the internal commerce of the country—producing disaster and ruin to enterprise, and an almost utter prostration of credit. Beneath the waves of that storm nearly all the railroad capital of the country, invested in unfinished works, was lost. In that year the Marietta & Cincinnati road was opened for public use. But its opening was just in time to receive, with fatal effect, that blow which for a time staggered the commerce, credit, and enterprise of the civilized world. In the earnest and laborious effort to complete the road, with adequate means, and in the shortest time possible, the traffic was thrown upon its track while yet in an

unfinished condition. The work on the extension, from Marietta to Wheeling, had not been prosecuted since its abandonment in 1854—consequently the Baltimore and Ohio road was the only connection left available. The value even of this was greatly impaired, by the use of the Ohio river nine miles between Parkersburg and Scott's landing, as a connecting link with the Baltimore and Ohio Railway. Had a season of average prosperity instead of uncommon disaster succeeded, the current earnings would have been sufficient for the completion of the track, and for its extension from Scott's landing to Parkersburg. The application of earnings in this direction has been successfully resorted to in numerous instances by other railways. All the net earnings of the Baltimore and Ohio Railroad for a series of years were applied to purposes of construction—affording an amount of aid absolutely indispensable to the completion of that work. Pursuing this policy, a large force had been placed along the line after its opening, to prosecute vigorously works really of construction. To meet payment for this work, the managers relied upon earnings which continued rapidly to increase after the opening in June of 1857, until the crisis of the subsequent autumn was fully developed. The consequent loss of earnings left them without means to pay off a force they were reluctant to discharge without full compensation for past labor. Strikes, insubordination, and riots were the result. To the almost entire demoralization of the operating force which ensued, was added the calamity of 18 months of almost incessant rain. This was so completely destructive of the newly laid track, that regular trains were actually stopped on a portion of the road for nearly three months in the winter of 1857–58. The patrons of the road became discouraged—its enemies were active and unscrupulous. Thus, between internal disaster and outside enmity, its life was crushed out as between the upper and nether millstone.

In the fall of 1858, while struggling to rise out of these difficulties, but before any improvement could be effected, and while legal proceedings for foreclosure were impending, the property passed into the hands of a Receiver. During the interval of judicial guardianship, extending to the re-organization in June, 1860, it has been impossible to inspire the public with confidence in a bankrupt enterprise—while competing roads, by pre-occupancy of the field, have grown strong upon a traffic legitimately belonging to this route.

This brief outline of three years of disaster and downfall affords sufficient answer to the question —Why has not the road paid interest and yielded dividends?

A new road depending entirely upon traffic for means to perfect its track is deprived of those means by a commercial crash. For the want of a good track its business is broken up, and its *prestige* and popularity destroyed—succeeding litigation completes the chapter of disaster. In the earlier stages of railroad enterprise, defective lines were tolerated by the public—because even with their defects, they were far superior to all other means of transit.

But the case is now widely different. It is no longer a choice between a railroad and a canal or turnpike—but between different lines of railroad, each offering peculiar facilities of route, distance, character of track, and general accommodation. In the competition thus excited, defective lines, or circuitous routes must go to the wall. In addition to the natural competition always to be expected between common carriers for the same business, a wide spread system of combinations is rapidly being developed, which aims to control all the best business of the country, and draw it over particular routes.

The effect of this effort at combination is, to break down the weaker lines and secure permanent prosperity to the stronger.

While this road has undoubtedly suffered both from competition and combination, yet its location is such that, with a completed track, and perfect connections, it can bid defiance to both. But in devising plans for permanent relief, it is idle to ignore the stubborn realities of competing routes, with perfect tracks and mutual combinations. In view of this state of affairs the remedy would seem plain. Give the road a good track—a well ballasted permanent way for the passage of trains, and public confidence will be restored, and traffic regained. Something has already been accomplished in the right direction, by the application of earnings to the improvement of the works. The sides of the cuts, which in 1857 were almost perpendicular, and were constantly falling upon and covering up the track, are now sloped so wide as to give little trouble even in rainy weather; embankments have been widened and become firm, and some temporary trestles filled. The most troublesome portions of the track have been partially ballasted, so that trains pass with regularity and comfort to passengers over the road. The long ferriage of nine miles from Scott's landing to Parkersburg, has been superseded by the construction of a Union Railroad, now the property of this company. While it is true that if a small amount of capital could have been applied simultaneously with the opening of the road, the obstructions to a successful traffic would have been removed before public attention had become fixed upon the defects of the line, yet as it is, nothing short of a thorough and permanent rebuilding of the defective portions of the road will meet public requirements and secure public confidence and patronage.

The Directors have therefore authorized careful instrumental examinations and surveys of the entire line upon which an estimate of cost for the completion of the railway, in the most durable manner, has been made. In recommending any plan of relief, the Board are unwilling to stop short of that which will give the most complete assurance, not only of interest upon the proposed loan, but also of dividends upon the two classes of preference shares. To accomplish this with the smallest amount of capital, it is proposed, after perfecting the present track, to extend the line by an independent entrance into the city of Cincinnati, and also to build a branch road to Dayton.

It was a part of the original plan, as provided by charter privilege to carry the line directly into the city of Cincinnati by an independent entrance. Hitherto this part of the scheme has remained undeveloped for want of sufficient capital. Resort was had to the use of the Little Miami track, under a contract giving to this company an equal right to run all their trains over the road into the city. This contract imposed upon the company the payment of $60,000 annually, in equal monthly payments. This heavy charge upon the revenue of the road has thus far been promptly met.

While it has yielded the Little Miami Company more than a fair pro rata share of a hitherto small business, it has also served to establish for this company some degree of independence in the city. But the difficulties of an alliance of this sort with a powerful and determined rival are becoming daily more apparent. While the crippled condition of the railway, and an entire want of connection with the Baltimore and Ohio line at the east end, except by water, precluded all possibility of competing for through business, the Little Miami Company were content to receive a compensation yielding them a greater income than would have been derived from a fair pro rata share of the business; but since an improved track and a more perfect connection have secured for this line a liberal share of all eastward bound railroad freight from Cincinnati, a decided tone of dissatisfaction has been manifested. In view of the troubles likely to arise from this source, as well as to secure a much better entrance to the city, giving a direct connection with the Ohio and Mississippi Railroad, the Board have determined, as soon as possible, to make the necessary extension of their own road to the city. The annual compensation of $60,000, now paid to the Little Miami Company for the use of their track, is ample to pay the interest upon the cost of the proposed work. It is also proposed to construct a branch line directly to Dayton, from the nearest available point. Surveys and estimates of cost have therefore been made from Vienna (forty-one miles west of Chillicothe) to that city, a distance of forty-two miles. This connection will open up a new traffic, which can never be successfully reached through Cincinnati. At the city of Dayton, connection will be formed with the entire system of railways, extending in all directions through the States of Indiana, Missouri, Iowa and Kansas. It affords a field for competition, where railroad lines alone are interested. The traffic drawn from Cincinnati is secured against the powerful competition of the Ohio river, the rates upon which are kept permanently low by the action of the great Eastern trunk roads. From Dayton it is fifteen miles nearer to Baltimore and Washington City by this than any other route, with the advantage over all others of a continuous gauge to the seaboard. With these advantages of distance and continuous gauge, and freedom from river competition, an amount of business could be drawn upon the main line that would be decisive of future dividends, at least to the preference shares.

RESULTS.

The current earnings indicates a traffic of $450,000 per annum. This sum is mainly absorbed in necessary working expenses, because a certain number of daily trains are absolutely necessary to secure any business at all. A line competing for through freight must have one regular freight train a day each way; so also a competition for through travel requires two regular passenger trains per day each way. After this expense is once incurred, it costs but little more to haul full trains than empty ones. The business of this line has reached the point of being able to sustain these regular trains, but they are usually run with light loads, and of course yield but little more revenue than enough to pay expenses. In through freight traffic the road is confined to the cheap, heavy articles of agricultural produce going eastward, or to the fourth-class freights bound west. The hauling of these articles is costly, the revenue very light. But more than this: there is locomotive power enough expended, with attendant conducting expenses, to do double the business, provided the proposed improvement in the track was made. The present passenger traffic amounts to about $11,000 per month. The same trains could earn $40,000 per month, by adding a few more cars to each train, thus increasing the receipts nearly fourfold, with very little additional expense. Now it takes all the income to pay expenses; with such an increase, there would be a handsome profit.

Herewith the Directors submit the "General Balance Sheet" of the Company, showing its condition as it appeared upon the books on the 1st day of March last, accompanied by several statements prepared by Mr. Alison, the Secretary of the London Committee. To the reports of Mr. Durand, the Superintendent, and Mr. Waddle, the Chief Engineer of the Company, herewith furnished, the special attention of the stockholders is invited for detailed information, as to the operations of the railway since the re-organization of the company, and the condition and prospects of the property.

The following is an analysis of the accounts and reports above referred to:

The gross earnings of the company for the six and a-half months, from August 15, 1860 to March 1st, 1861, amounted to	$268,701 24
Less working expenses	231,432 06
Leaving net earnings	$37,269 18
In the item of "working expenses" is embraced the rent of $5,000 per month paid for the use of the Little Miami Railway track, from Loveland to Cincinnati, say	32,500 00
	$69,769 18

Showing a rate of net receipts equal to the interest upon the Engineer's estimated cost of completing and making the present line of railway a

first-class work, and of extending it into the city of Cincinnati. If, therefore, the means can be obtained upon reasonable terms for the objects stated, it is shown that even the earnings of the last half year would have met the interest. If, however, these improvements were made, the Superintendent (one of the most experienced railway managers in the United States) estimates the traffic, as will appear in his report, at an average of $100,000 per month, say $1,200,000 00
Deduct 50 per cent. for working expenses 600,000 00

Net earnings $600,000 00

The Engineer estimates the cost of completing the railway, and the annual expenditure in doing the work, as follows:

1861	$541,371 05	
1862	302,123 20	
1863	89,744 25	
After 1863	156,581 90	
Completing main line ..	$1,089,820 40	
Cincinnati extension ...	828,954 74	
	$1,918,775 14	
Trustees' loan	200,000 00	
Liabil's per state't, say.	93,705 68	
	$2,213,480 82	
The interest upon this sum at 7 per cent. per annum		154,873 65
Leaving the sum of		$445,126 35

to apply to interest on account of preference shares.

If, in addition to completing the present line and its extension into the city of Cincinnati, the branch line to Dayton be constructed, it will increase the expenditure of the company, agreeably to the estimate of the Engineer $750,000, and would augment its income by the sum of $423.000 00
Less working expenses, 50 per cent .. 211,500 00
$211,500 00
Deduct interest upon $750,000—cost of this branch, say at 7 per cent ... 52,500 00
$159,500 00
Which sum added to the above 445,126 35
Will leave for stockholders $604,126 35

The completion of the railway to Wheeling, upon which about $300,000 has been already expended, would, agreeably to the report of the Engineer, involve an additional cost of $1,477,554 63.

This would add to the gross resources of the company, agreeably to the estimates of traffic made by the same authority $675,000 00
Deduct working expenses 337,500 00
$337,500 00
Deduct 7 per cent. interest on the cost of this work 103,428 00
Net income $234,072 00

By completing the railway into Cincinnati, and building the branch to Dayton, the company would secure alternative connections with the systems of railways at its western termini, and thus be able to control the share of traffic, to which it is entitled by its geographical postion, from all points in the vast and fertile States in the West, Southwest and Northwest. So also by extending the railway to Wheeling, the company would be placed in a position of comparative independence in its intercourse with the Pennsylvania Central, and the Baltimore and Ohio railways, a position indispensable to success. Every railway which has not an alternative connection is crushed out by the severe terms imposed by the line upon which it is dependent.

If the project were entire completed according to the plans proposed, the position of the company would be as follows:

LENGTH OF LINE.

	Miles.
Main line from Marietta to Loveland	151
Branch from Marietta to Parkersburg	9
Branch from Blanchester to Hillsboro'	21
Extension from Loveland to Cincinnati	24¼
Dayton and Eastern Branch	42
Marietta to Wheeling	75
Total	328¼

COST.

Represented by the following:

Capital stock:		
First pref. shares	$3,499,116 11	
Do. to Hillsboro' bondholders	1,200,000 00	$4,699,116 11
Second pref. shares ..	2,799,445 00	
Do. to Hillsboro' bondholders	336,000 00	3,135,445 00
Common or deferred stock	1,850,000 00	
Do. to Hillsboro' bondholders	350,000 00	2,200,000 00
		$10,034,561 11
Leaving to be provided for the following objects, viz:		
Cost of completing main line	$1,089,820 00	
Cincinnati extension.	828,954 74	
Dayton do	750,000 00	
Wheeling do	1,471,554 63	
Trustee's loan	200,000 00	
Liabilities per statement	93,705 68	
To complete cash paym'ts for Union railway purpose ..	54,852 53	
Union Railway bonds payable 1871	74,595 25	
To complete Zaleski workshop	25,000 00	4,594,483 23
		$14,629,044 34

ESTIMATED REVENUE.

	Gross.	Net.
From completing main line and extension to Cincin'ti.	$1,200,000	$600,000
From Dayton branch	423,000	211,500
From Ex'n to Wheeling ...	675,000	337,500
	$2,298,000	$1,149,000
Being an average of about $7,000 per mile. If a mortgage debt of $5,000,000 were negotiated to produce the above sum of $4,594,483 23, bearing 7 per cent., the interest thereon would be		350,000
Leaving applicable to stock		$799,000

The cost of the railway would thus stand about $46,000 per mile, and be represented by about $30,500 per mile in capital stock, and about $15,250 per mile of mortgage debt.

In the present condition of American affairs, it is only proposed to pursue such policy as may be necessary to preserve the property until the restoration of public confidence; when the true interests of the company will be promoted by completing the undertaking. The condition of the bridges, trestles, tunnels, &c., of the company *imperatively demand* the expenditure of the sum indicated in the report of the Chief Engineer, within the next twelve months, in about equal monthly instalments; and it will be the aim of the Board to accomplish this result from the sales of an issue of seven per cent. mortgage bonds, a market for which it is hoped will be found among the stockholders who are so deeply interested in a work, the completion of which will enable them to realize the interest upon their present investments.

Respectfully submitted by order of the Board of Directors.

NOAH L. WILSON, *President.*

Castle and Falcon Hotel,
St. Martin's-le Grand,
London, 22d June, 1861.

Journal of Law.

In the Superior Court, Boston, on the 17th inst., in the case of the Fitchburg Railroad Company *vs.* the Grand Junction Railroad Depot Company, a verdict was given for plaintiffs; damages assessed at $10,244 41. The case has been on trial a week. Derby & Williamson for plaintiff; Geo. S. Hale for defendant.

The National Mining Company has another decision in its favor, and against the Minnesota Mining Company. The Detroit *Advertiser* says:

The Minnesota Mining Company agt. The National Mining Company and James M. Cooper.

This important action, commenced in June, 1860, in the District Court of the Upper Peninsula of Michigan, for the County of Ontonagon, has been lately tried in that Court, his Honor Judge Goodwin presiding.

It was brought to eject the National Mining Company from a portion of School Section No. 16, on which were situated the principal mining grounds of said company, and was therefore one of great interest and importance.

The Minnesota Mining Company claimed title under a patent of the United States. The National Mining Company claimed under a patent of the State of Michigan.

The cause was tried without a jury; the trial was commenced on the 6th of September instant, and concluded on the 9th following. On the morning of the next day the Court delivered its decision in favor of the National Company.

This is the fifth time that the title in dispute has been before a court of law. It was first tried before the Circuit Court of the United States for the District of Michigan in an ejectment suit, brought by Cooper in behalf of the National Mining Company, against E. C. Roberts, who represented the Minnesota Company, when judgment was rendered against the title of the National Company. On a writ of error this judgment was reversed in the Supreme Court of the United States.

The case was then tried again in the United States Circuit Court for the District of Michigan, when judgment was given in favor of the title of the National Company. On a second writ of error the judgment in favor of the National was affirmed by the Supreme Court of the United States.

In addition to these five trials at law, two bills in equity have been heretofore filed by the Minnesota Company against the National Company—one in the United States Circuit Court for the District of Michigan, and in the District Court of the Upper Peninsula, for the County of Ontonagon, both of which have been dismissed by the Minnesota Company, the complainant.

How to Measure Coal.

Coal put into bins and leveled can be measured, from one to a thousand tons, with as much accuracy as it can be weighed on scales. For instance, Lehigh white ash coal per ton of 2,000 pounds, of the egg or stove size, will uniformly measure 34½ ft. cubical, white ash Schuylkill coal will measure 35, and the pink gray and red ash will reach 36 cubical feet per ton of 2,000 pounds, or 40 feet for 2,240 pounds, the difference of cubical contents between the net and gross ton being exactly four feet. If the length, breadth and height of the bin be multiplied together, and the product divided by the aforesaid contents of a ton, the quotient must show the number of tons therein.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil.' Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,652	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,775	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	355,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	353,500	152,777	—	.....
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,506	3	.....
31 Dec. '59	61.0	—	3.0	—	—	—	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	.....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	—	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,465,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,006	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
-- -- '59	154.2	—	—	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
-- -- '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	100
31 Mar. '60	171.0	61.0	....	—	—	—	.....	Georgia (and Bank)	4,156,000	*	1,003,650	1,456,000	312,500	—	8,123,343	232.0	.....	1,169,188	528,045	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	....	61½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	—	—	.....	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	44
10 Nov. '58	33.2	—	....	—	—	—	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	69½
31 May, '61	175.0	—	....	—	—	—	.....	Great Western	0 6,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	65½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
-- -- '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,842,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	50,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—	—	—	—	Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
-- '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
1 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	.....	—	.....
1 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,919	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	6,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	40
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	12¾
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Honsat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	91
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	101½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	100
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	100¼
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	55½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	91
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	20.4	37,245	52,971	23,837	6	98¼
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,583	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	873,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	99½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	398 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	10½
30 Nov. '60	166.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,209,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	106¼
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	42½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	—	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	28	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	—	—	—	—	—	—
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r.byCon	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,368	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r.byCon	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r.by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r.byCon	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	48¼
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	112
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6¼	.....
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,868	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,159	554,096	—	—	—	—	—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	ope	r. by Rens. & Saral.	—	—	—	----
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	----------	2,389,559	ope	r. by Western.	----------	----------	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	----
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	----------	470,000	14.8	22,712	34,310	19,886	—	----
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	----
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	----------	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	----
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,027,620	142.0	568,448	880,000	242,954	—	----
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.8	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	----
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	----------	450,000	ope	r. by Erie.	—	24,000	6	----
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	----------	----------	500,000	ope	r. by Erie.	—	30,000	6	----
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	----
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	----------	150.0	967,065	2,047,145	778,121	—	33
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	75½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,016	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,466	—	25½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	----------	----------	152.9	----------	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	----
30 Sep. '60	99.0	—	----	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.	—	—	—	----
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	----------	4,577,000	121.8	395,128	458,912	153,080	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	----------	35.9	69,759	119,666	64,753	8	----
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	----------	75.4	79,240	80,611	57,436	—	----
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	----------	59.2	119,325	269,353	131,525	6	----
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	----------	ope	r. by B., N. Y. & E.	22,047	—	—	----
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	624	54	—	----
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	----------	----------	ope	r. by Rens. & Sar.	----------	----------	5	----
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	----------	47.3	114,731	175,604	60,113	—	----
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	----------	13.0	----------	15,720	11,800	—	----
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	----------	81.0	191,579	227,488	139,817	—	----
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	----------	112.0	280,643	312,066	160,257	—	----
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	----------	----------	----------	ope	r. by Hud's. River.	----------	----------	6	----
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	----------	----------	ope	r. by other Co's.	----------	----------	—	----
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	----------	—	—	—	—	—	----
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	----------	96.7	212,225	351,167	178,067	10	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	105,958	35,572	—	----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	----	—	—	—	—	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------	32.0	----------	----------	----------	—	----
31 Dec. '59	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	----------	286,368	81,508	—	----
1 Aug. '59	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,468	6,810,432	141.0	----------	597,633	71,356	—	----
31 Mar. '61	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	----------	3,708,292	198.3	382,987	644,229	282,700	7	----
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	----------	—	—	—	----
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	28
31 Dec. '60	135.4	5.8	----	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	----------	1,084,692	574,276	12	96½
31 Dec. '60	67.0	—	----	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	----------	----------	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	----	—	42	----	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10
31 May '61	109.2	79.4	----	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	----------	919,971	493,956	—	29½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit. Miami.	170,795	8	74	
31 Mar. '61	144.0	—	7.9	—	----	----	----	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	----------	375,002	212,107	—	----
31 Aug. '58	38.8	—	----	—	5	3	87	Dayton and Western	999,175	104,912	—	307,246	716,000	80,845	1,104,086	36.6	----------	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	----------	16.0	40,064	64,000	33,000	—	----
31 Dec. '60	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,558,867	45.0	----------	152,328	43,865	—	----
-- -- '59	36.0	—	----	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	----
31 Aug. '58	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,126	10,460	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,961,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	73
31 Dec. '58	173.8	21.6	----	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	----
30 Apr. '61	192.3	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	----------	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '61	153.9	52.0	----	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	----
31 Dec. '60	116.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	----------	385,934	84 167	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	140,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	----------	----------	193,000	150,000	3,500	346,500	ope	r. by C., C. & C.	----------	----------	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
31 Aug. '60	243.0	—	----	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	----------	861,722	373,772	—	----
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	----------	----------	378,455	62,624	----------	45.0	61,634	94,342	45,161	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	----------	1,412,900	20.5	----------	311,201	164,554	10	57
31 Dec. '60	68.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	----------	----------	146.0	----------	----------	----------	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	----------	182,673	116,822	8	----
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	----------	2,191,356	1,316,688	6	68
30 Nov. '59	86.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	----
30 Sep. '59	18.6	—	4.0	—	----	----	----	Erie and Northeast	700,000	----------	----------	600,000	400,000	----------	1,000,000	ope	r. b. Buf. & S. L.	----------	----------	10	----
31 Aug. '60	36.9	18.6	21.9	—	----	----	----	Harrisburg and Lancaster	1,882,555	----------	----------	1,087,100	661,000	----------	1,883,343	55.5	----------	456,237	153,234	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	----------	----------	1,809,563	32.3	----------	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,203	68.9	----------	116,200	67,600	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	----------	----------	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & E.	----------	----------	—	19
31 Dec. '59	20.0	—	4.0	—	----	----	----	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,900	3,619,304	231,532	9,291,156	----	----------	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	----------	2,800,000	----------	----------	2,991,156	72.3	----------	556,192	379,976	10	48
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	39[illegible]27	----------	3,155,875	2,940,473	774,223	6,471,462	65.7	5 mos.	176,047	91,969	—	6
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,06[illegible]289	3,474,545	13,261,960	17,163,947	367,489	32,407,121	423.0	3,476,812	5,932,761	2,296,402	—	37½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	----------	250,000	50,000	----------	50.0	----------	1,637	----------	—	----
30 Sep. '59	17.0	7.0	----	—	18	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,565	—	1,208,500	374,800	104,720	1,742,333	24.0	----------	288,657	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	149	57	6,897	Philadelphia and Reading	19,390,868	2,121,610	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	----------	3,812,546	858,597	—	17½
30 Dec. '59	28.0	—	----	—	—	—	—	Philadelphia and Trenton	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	28.0	oper. by	Cam. & Amboy	----------	—	125
31 Oct. '60	96.0	6.0	----	—	90	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,800,000	----------	----------	200.5	45,077	1,236,597	471,712	6½	88½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,807	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,592	—	----
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,339	—	4
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	—	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	25,514	23,005	1,278	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,519,554	164.5	—	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	----
1859	—	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	----
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,563	—	80.0	31,300	32,670	—	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196.568	—	----
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	----
— — '59	28.0	—	----	756.0	—	—	----	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,909,861	775,500	118,789	—	113.7	703,034	136,302	43,002	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	408,805	5,719,229	—	—	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	----
30 Sep '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,590,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	----
25 Mar. '59	199.8	—	----	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653	199.8	—	492,454	—	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	----
31 Dec. '60	191.9	42.5	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	439,943	—	17½
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 1,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	—	—	—	11
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	12
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	----
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	193,683	116,225	41,985	—	----
30 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	----	----	----	Nova Scotia	----	----	----	----	----	----	----	61.5	----	----	----	----	----
								NEW GRANADA.													
— Dec '60	43.7	—	----	—	----	----	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	43.7	----	1,550,873	1,936,131	12	109

New York Stock Exchange.

Sale Prices for the week ending Sept. 25, 1861.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Federal Stocks:—						
U. S. 5s, 1871	....	....	83¾	....	....	....
U. S. 5s, 1874	....	80¼	80½	80½	80½	80½
U. S. 5s, 1865	....	87½	87½	....	....	87¼
U. S. 6s, 1881	....	90¼	90½	90½	90⅝	90⅝
U. S. 6s, 1862	....	95	95	....	95½	95½
U. S. 6s, 1867	....	90	90¼	....	90⅝	....	90½
U. S. 6s, 1868	....	....	....	....	....	....
Treas. 12 p. c. notes	101	101	....	100⅝	....	....
" 6 " 2 years	98⅝	98⅝	98¼	98¼	98¼	98¼
State Stocks:—						
California 7s	79	....	79	80	79½	80
Georgia 6s	64½	....	68	....	....	....
Illinois 6s	....	....	....	....	....	....
" Canal bonds	....	80	80	....	80⅛	80½
" Coupon b's,'76	84½	84½	....	....	....	84
" " " '62	82½	....	82½	....	82½	....
Indiana 5s	....	79	....	....	....	77½
Kentucky 6s	....	....	....	....	....	75½
Louisiana 6s	....	55	....	....	56	56
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	81½	....	....	....	....
" 7s	....	....	....	....	....	....
Minnesota 8s	....	80	....	....	....	....
Missouri 6s	....	43½	....	43½	43½	43
Do. iss. to H.& St.J.R.	47	47	47	....	48	....
New York 6s, 1862	98½	....	....	....	....	....
North Carolina 6s	....	62	....	61½	....	....	61½
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	....	90	89¼	89½
Tennessee 6s, 1890	....	43½	43	....	43½	....
Virginia 6s	....	52	52	52	....	....
Railroad Shares:—						
Chicago, Burl. and Q.	....	....	62½	63	....	61½
Chicago and Rock Isl.	44⅝	44	44	44	44½	44
Clev., Col. and Cin.	96	....	96	....	96½	....
Clev. and Pittsburg	8½	....	....	....	9½	10
Clev. and Toledo	30½	29¾	29⅞	30	29¾	29⅝
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	69½	69⅛	69⅝	69⅝	69⅝	69⅝
Hudson River	34	34	....	....	....	33
Illinois Central (scrip)	66⅞	....	65½	66½	66	65½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	42½	....	....	....	....	....
M. S. and N. I. guar'd	31½	....	....	30¾	30¾	31½
M. S. and N. I.	15½	....	....	....	....	....
Mil. and P. du Chien	18	18	....	17½	17½	17½
M. and P. du C. pref.	72½	....	....	....	....	....
New Jersey	112	112	....	....	....	....
New Jersey Central.	....	....	....	....	....	....
New York Central	73⅝	73⅝	73½	73⅝	73⅝	73⅝
Erie	26½	26¼	26½	26¼	....	25¾
Erie pref.	47	....	....	....	....	....
Erie Assessment Scrip	....	....	....	....	70	....
N. York and Harlem	10½	....	....	10⅜	....	....
N. Y. and H. "pref."	....	....	....	....	25½	....
Panama	109½	110	....	....	111	109
Phila. and Reading	....	....	....	....	35	35
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	....	38	....	....	38
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S.F. 7 p.c. '85	....	....	....	....	....	....
Chi., Bur. and Q. 8 p.c.	....	....	....	....	....	....
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D.L.& W.1M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal.and Ch.1M.8p.c.'63	....	98	98	97½	....	....
" 2M.8p.c.'75	....	....	....	....	....	....
Hann. & St.J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1M.7p.c.'69	....	....	....	....	....	103½
" 2M.7p.c.'60	....	....	....	....	....	....
" 3M.7p.c.'75	....	....	....	....	80	....
" sink. fund	....	96	....	....	....	....
Illinois Centr.7 p.c.'75	....	93	....	93	92¾	92½
" " 6p.c.'75	....	93	....	93	92¾	92½
L. Erie & Wab. 1 M.	66½	66½	66½	....	....	....
" " 2 M.	....	....	....	....	....	....
La Crosse & Mil. L. G.	....	....	11½	....	....	....
Mich.Cen.S.F.8 p.c.'82	....	....	....	....	90½	....
" conv.8p.c.'69	98	....	....	....	98	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	53½	....
" " S. F.	....	....	....	....	....	....
M.S.& N.I. 1 M. S.F.	....	....	....	....	....	....
" 2 M.8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	81½	81½	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	102½	....	....
" " 2d M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	....	....	92	....	92	....
" 1 M. 7 p.c.'64	....	....	....	....	....	....
" bonds 1876	101½	100½	....	....	....	....
N.Y.&E. 1 M. 7 p.c.'67	103	103	....	....	....	....
" 2 M. 7 p.c.'79	....	....	....	....	....	....
" 3 M. 7 p.c.'83	....	....	....	....	....	....
" 4 M. 7 p.c.'80	....	70	....	....	....	....
" 5 M. 7 p.c.'83	....	....	....	....	....	....
" conv.7p.c.'62	....	....	....	....	....	....
" " 7p.c.'71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H.1 M.7p.c.'73	....	....	....	....	....	....
" 2 M. 7p.c.'64	....	....	....	....	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
T.Haute and Alt. 1st M.	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. Canal	....	....	....	....	....	84½
Penn'a Coal Co.	76	....	....	....	....	....
Pacific Mail S. S. Co.	84½	83½	83⅛	84	84¼	86

The following are the closing prices in the London Market on the 11th September:

United States 5s, 1874	72	to	73
Virginia 6s	47	"	49
Erie shares, ex assessment scrip	22	"	23
Erie shares, 7 per cent. preference	43	"	45
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875	77	"	79
Illinois Central 7s, 1875	81	"	83
Illinois Central $100 shares, $80 paid, dis.	39½	"	38½
Illinois Central, all paid	58	"	59
Michigan Central 8s, Convertible, 1869	x.c. 80	"	82
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	65	"	66
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859	x.c. 86	"	88
New York and Erie, 3d mort., '83, assented	75	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872	x.c. 94	"	96
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, September 28, 1861.

National Finances--Our Ability to Pay.

The great theme, at the present time, of foreigners, particularly Englishmen, is the vast debt the United States are contracting to put down the rebellion. They confidently predicted the money could not be raised on loans. Driven from this position, they are equally loud in assertions that our people will not be taxed to pay the interest on the debt and for the ordinary purposes of government; that they have not that docility which belongs to those of the Old World, who patiently bear whatever load may be imposed upon them. We have so long been without a national debt, that it would not have been strange if the systematic outcry of the British press, the great object of which was to destroy our credit in European markets, should have created some anxiety in reference to this matter among ourselves. Such, however, has not been the case. No one doubts that the interest on the debt that may be created, say $500,000,000, can be easily met from ordinary sources of revenue, with such as we can add, without imposing burdens that will be complained of, or really felt.

A debt of $500,000,000 is not one-fifth so large in proportion to their means, and not greater in proportion to their population, than our people have twice contracted and twice paid. Upon the adoption of the Constitution, the debt assumed was $80,000,000. The population of the country was 3,900,000. This sum exceeded $20 per head. At that time the wealth of the country, and its means for the payment of taxes, did not equal a tenth of those at present possessed by our people. It had been exhausted by long wars which had desolated nearly every portion of it. It was without commerce and without manufactures, while at that time there was hardly any demand in foreign countries for the products of its agriculture. It was previous to the use of steam or of labor-saving machines, or of any considerable division of labor on which all wealth is based. The population were widely scattered, without internal commerce, and were almost solely engrossed in providing for their daily wants. The expenses and revenues of government were on a corresponding scale. The total expenses of the United States for the first fourteen years after the formation of the government, exclusive of payments of interest on the national debt, were $53,373,478, and the yearly average $3,812,391, which is about one-third of the annual expenditures of the city of New York. This small sum taxed the industries of the country much more severely than ten times the amount, in ratio to the population, would at the present day. Yet the debt was gradually reduced till it was only $45,000,000 at the commencement of the war of 1812, when it was swelled to $127,000,000 in 1816. The population of the country at that time being about 8,500,000; the rate per head was $15. Notwithstanding the impoverished condition of the country, the payment of this debt was immediately commenced and fully consummated in 1835.

A national debt not exceeding, per head, those twice contracted and paid by our people, is no cause for alarm. But since the creation and payment of these, the wealth of our people has increased, probably in tenfold greater ratio than that of their population. The valuation of all the property in the several States, for taxation, in 1850, equalled $5,989,152,771; in 1860, $11,296,306,942—an increase of nearly 100 per cent.; the increase of population in the same time was 35 per cent. The increase of the former has been in threefold ratio to the latter, from the effect of the new agencies that man is constantly summoning to his aid. The locomotive engines in the United States are now performing the labor of 50,000,000 horses. The machinery brought into use since 1816 in this country is equal to the labor of 500,000,000 men. In effect, the productive capacity and wealth of the country has increased as if the population of the country had gone up to hundreds of millions instead of 31,500,000.

This statement strikingly illustrates our increased means, and is fully confirmed by the extent of the internal commerce of the country, which is almost entirely the result of the application of steam to locomotion, and which has been almost wholly created since 1816. The tonnage carried by the railroads of the State of Massachusetts for 1859 was 3,716,726 tons, worth, at the very low valuation of $100 per ton, $371,672,600. The tonnage of the Erie Canal and the Erie and New York Central Railroad for 1860 were 6,767,736 tons, worth at least $676,773,600—making an internal commerce, for the two States alone, exceeding $1,000,000,000 in value, nearly the whole of which has been created since the opening of the Erie Canal in 1824. Other portions of the country show a still greater relative progress, as their public works have not only been constructed, but their population supplied within

the last 40 years. There are now in the United States 31,500 miles of railroad, that have cost $1,250,000,000, and 5,131 miles of canal that have cost $200,000,000. The loyal States have 23,600 miles of railroad costing $950,000,000, and 5,000 miles of canal costing $200,000,000. If the annual value of the trade of the public works of New York and Massachusetts, with a mileage of 5,160 miles, is equal to $1,000,000,000, that of the remainder of the loyal States, with a railroad and canal mileage of 23,500 miles, must surely amount to a sum twice as large, or $2,000,000,000.

This subject can here be only generally referred to, but enough has been shown to dispel all fears of our ability to sustain burdens no larger, in ratio to our population, than those twice assumed and twice discharged. But the ability of a country to bear a heavy taxation does not so much depend upon its permanent or accumulated wealth, as upon the productiveness of its industries. Great Britain, the country to which we are accustomed to refer in discussing this and kindred subjects, derives only a small portion of its revenue from taxes on property. Of the taxes of all kinds collected for 1860, amounting to £70,809,977, land and assessed taxes produced only £3,241,107; leaving £67,568,870 raised upon consumption, chiefly of luxuries. Of this sum the customs produced £23,396,395; excise, £20,070,000; stamps, £8,267,258; post office, £3,370,000; income tax, £3,012,935. The following is a statement of the results, in dollars, into the British Treasury from the four great sources of revenue for the past 12 years:

	Receipts from Customs.	Receipts from Excise.	Receipts from Income and Property tax.	Receipts from Stamps.
1849.....	$103,194,605	$69,926,815	$27,040,795	34,337,740
1850.....	100,210,850	70,580,415	26,915,180	32,791,660
1851.....	103,076,650	72,210,405	26,524,015	21,938,410
1852.....	100,757,705	74,175,350	27,548,185	33,908,175
1853.....	104,513,675	76,688,620	27,940,855	34,877,080
1854.....	103,898,570	80,645,215	38,280,125	37,343,020
1855.....	104,938,760	81,947,430	78,590,925	34,038,020
1856.....	118,091,870	90,368,885	80,142,105	36,318,355
1857.....	114,321,715	87,360,000	75,689,986	38,215,460
1858.....	123,239,995	92,402,860	37,955,935	39,651,710
1859.....	124,122,890	104,118,635	30,335,525	39,984,905
1860.....	116,931,975	100,350,000	50,548,080	40,336,290

Of the customs' revenue, wines and liquors produced $22,222,270; tea, $27,044,620; tobacco, $27,867,315; sugars, $31,363,015, making a total from these four articles of $108,497,025. All the rest of the foreign commerce of the Empire is virtually free.

The art of taxation in all foreign countries is reduced to a science, and produces enormous sums without great apparent inconvenience. Were the taxes of England for a year assessed in a gross sum, to be paid on a given day, their payment would be utterly impossible. A beer drinker finds no difficulty in paying into the public treasury two or three pennies daily as a tax upon his beverage, who has not sufficient thrift to collect a pound ahead in a lifetime. He can provide for the day, but not for the morrow. It is by connecting the tax with the daily earnings of the laboring people, so that every glass of liquor drank, or pound of tobacco, or tea, or sugar used, or business transaction entered into, a certain sum is daily collected, that the vast revenues of that country are produced. They might be enormously increased if necessary. The ruling classes in England have never allowed their estates to be taxed for national expenditures, but impose the great portion of these burdens upon the consumption of luxuries—upon *processes* instead of accumulations or results. In the United States we have, since the war of 1812, had only two sources of national income—customs and lands. The income from the latter have never paid the cost of their management and the annuities to the various tribes of Indians from whom they were purchased. Customs' duties in England are less than one third of the revenues. We have only to adopt the example of that country to swell ours to five times their ordinary amounts. The economy of our government has kept our expenditures to one sixth those of Great Britain. We can raise an equal sum with a similar system, and a larger one, as labor, which pays the revenues of both countries, is vastly more productive in the United States than that country. That our people will not readily submit to any burdens necessary to put down the rebellion is a most unwarranted assumption. The economic workings of their institutions, with the marvellous material progress under them, has caused them to be regarded by an affection which people of other countries can not appreciate. In England the annual taxes for the support of the national government exceed $12 per head. In this country they have averaged less than $2 per head. Upon the return of peace they will not probably exceed $100,000,000. This sum will not call for more than $3 per head. A rate per head equal to that paid by the people of New York for municipal and State purposes, would produce $450,000,000; or a rate equal to that assessed upon the taxable property of the city, $250,000,000; a sum exceeding considerably twice the probable expenditure of the Federal Government upon a peace footing. For such expenditures, we have the customs' revenue estimated to produce $58,000,000; a direct tax of $20,000,000, and an income tax of 3 per cent. on all incomes over $800 annually. These sources should produce very nearly the amount required, without resorting to excise or stamps, or other internal taxes. The increased burdens will hardly be perceptible. The rapid increase of our population daily lightens previous burdens. The increase for the past decade was equal to 800,000 yearly. For the next it will exceed 1,000,000, proving most fully the remark of the Emperor of Russia in his late letter to our President, that the movement of the United States is upon the *ascending scale*. When their resources and future are fully appreciated, we can predict a price for their securities which shall place them on a level with those of the most stable of European Governments, and far higher than their previous customary range.—*Samuel Hallett & Co.'s American Circular.*

Share and Money Market.

The share market the past week has been firm with an advancing tendency. Government 6s have improved fully one per cent., in consequence of the favorable progress of the new loan and the general confidence felt in the position of military affairs. There is a good demand for Railroad bonds at an advance. Shares are also better. Money still remains very abundant and can be had at the lowest rates that for some time past prevailed. The traffic of the roads is good and will be increased by better prices for bread-stuffs from an active foreign demand, of the continuance of which there now seems to be little doubt.

Inter-Colonial Railway.

Canadian papers are again urging upon the British government and the Provincial Parliament, the necessity of proceeding without delay in the work of completing the great system of internal railway communication between the seaboard and the colonies at the extreme Northwest, having reference to an ultimate connection with the Pacific. They express some apprehension lest, in case of trouble with the United States, access to the sea by way of Portland should be refused, which, in the winter season, would entail serious embarrassment. The Toronto *Leader* says:

"For all defensive purposes, we must consider the Province deprived of direct winter communication with Great Britain; and so it will be until easy access be had at all seasons with the chief harbor of Nova Scotia.

Necessity tolerates no further parley. Another winter harbor than that of Portland is indispensable to Canada. We must be put in possession of an iron route to Halifax. And to accomplish this, not only is Canada required at almost any cost to perform her share of the great work, but the Imperial Government may well be called upon to contribute its quota without more delay."

Philadelphia, Wilmington and Baltimore Railroad.

This company is a consolidation of four railroad companies, viz: the Philadelphia and Delaware Counties, chartered by the Legislature of Pennsylvania, April 2, 1831; the Wilmington and Susquehanna, chartered by the Legislature of Delaware, Jan. 18, 1832; the Maryland and Delaware, chartered by the Legislature of Maryland in 1831; and the Baltimore and Port Deposit, chartered by the Legislature of Maryland in 1834. In March, 1836, the title of the Philadelphia and Delaware Counties Railroad Company, was changed to that of the Philadelphia, Wilmington and Baltimore. On the 18th of April, 1836, the Wilmington and Susquehanna and Delaware and Maryland Companies were consolidated, under the title of the Wilmington and Susquehanna Railroad Company; and on the 5th of February, 1838, the Philadelphia, Wilmington and Baltimore, the Wilmington and Susquehanna, and the Baltimore and Port Deposit Companies were consolidated under the title of the Philadelphia, Wilmington and Baltimore Railroad Company; the relative interests in the old companies in the consolidated line being represented by 10,000 shares of Consolidated Stock issued to the stockholders in the

old Philadelphia, Wilmington and Baltimore Company; 16,000 to the stockholders in the Wilmington and Susquehanna; and 19,000 to the stockholders in the Baltimore and Port Deposit—the par value of the shares being $50. Previous to the consolidation, the several companies had commenced, and most of them had completed the respective links. The Philadelphia and Delaware Counties was completed in 1837. The Baltimore and Port Deposit was opened in the same year to Havre de Grace instead of Port Deposit. In the same year the Maryland and Delaware road was completed. In 1838, the viaduct over the Schuylkill was finished, and a connection opened to Philadelphia by means of the Southwark road.

The Delaware, the Newcastle and Wilmington, the Junction and Breakwater, and the Eastern Shore railroads are also operated under lease by this Company. It is by means of the Newcastle and Wilmington, that the connection is made with the Newcastle and Frenchtown & Delaware railroads.

The Newcastle and Frenchtown Railroad Company was chartered in 1829, and the road constructed in 1830 '32. It is 16.19 miles in length, extending from Newcastle to Frenchtown, on Elk river. In 1840, the road was merged in the Philadelphia, Wilmington and Baltimore Railroad by an exchange of stock, and has since been operated as a part of its works. The portion of the road west of the Delaware junction is in disuse.

The total length of road owned, leased and operated by the Company is as follows:

Philadelphia to Baltimors	98 miles.
Newcastle and Frenchtown line	16 "
Newcastle and Wilmington	7 miles.
Delaware Railroad	71 "
Junction and Breakwater	8¼ "
Eastern shore	8 "
	94¼ "
Total	208¼ "

The company have 30 locomotives, (8 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater Railroads); 60 first class and 3 second class passenger cars, 2 sleeping, 16 baggage, 7 platform for crates, 4 express, and 1 paymasters cars; 250 house, 34 stock, 83 platform, 7 gondola, 70 dump, 16 lumber, and 61 road and hand cars.

The share capital authorized is $6,250,000, of which $5,600,000 has been paid in.

The funded debt of the company October 31, 1860, was $2,469,300, viz:

Mortgage 6 per cent. loan bonds $300, dated July 1, 1850, and payable July 1, 1860. The original amount of this loan was $2,161,775—the whole of which has been paid off except one certificate of $300, which has not been presented for payment.

New Mortgage 6 per cent. loan bonds $2,300,000, dated July 1, 1859, and payable July 1, 1884, interest semi-annually at Philadelphia. These bonds to the amount of $2,600,000 were issued for the purpose of taking up the bonds due July 1, 1860, and the two improvement loans, one for $144,000, due April 1, 1858, and the other for $119,000, due May 1, 1863. There had been issued up to the close of the last fiscal year, $2,342,000, of which $42,000 had been redeemed, leaving outstanding $2,300,000. These bonds are secured by a first mortgage on the road, and by a sinking fund beginning with $40,000 in 1860, and $42,000 in 1861, and so on increasing every year by the sum of $2,000, which sinking fund must be used in the purchase and cancellation of the loan at the market price.

Improvement 6 per cent. bonds, $119,000, dated May 1, 1853, and payable May 1, 1863, interest semi-annually at Philadelphia.

Mortgages on real estate, $40,000; ground rents, $10,000.

The aggregate amount of capital stock, bonded indebtedness, real estate mortgages and ground rents is $8,069,300. The company has no floating debt.

The current liabilities, consisting of unclaimed dividends and interest, rent of Delaware road, and interest on all debts accrued, etc., amounted to $140,918 30. The assets to $624,421 30.

The total cost of road, bridges, buildings, equipment, real estate, etc., October 31, 1860, was $7,786,443 83.

The following is a statement of cost, gross and net earnings, amount of dividend and rate per cent. from 1838 to 1860 inclusive:

	Cost of road.	Gross earnings.	Net earnings.	Dividend. am't.	Dividend. p. c.
	$	$	$	$	
1838.	4,185,511	371,914	192,765	150,000	7½
1839.	4,379,225	490,635	194,504	150,000	7½
1840.	4,625,920	601,536	296,461	*nil*	*nil*
1841.	5,245,589	603,868	295,930	63,931	3
1842.	5,286,371	469,858	229,893	*nil*	*nil*
1843.	5,352,655	430,434	200,050	"	"
1844.	5,383,083	531,715	257,290	"	"
1845.	5,433,013	507,782	229,007	"	"
1846.	5,489,474	568,553	280,849	"	"
1847.	5,936,325	642,065	295,170	"	"
1848.	6,086,598	638,192	314,805	"	"
1849.	5,991 536	627,904	286,923	115,500	3
1850.	6,052,037	640,435	323,340	134,750	3¼
1851.	6,283,802	718,010	338,308	134,750	3¼
1852.	6 584,828	759,863	357,016	155 000	4
1853.	6,897,164	942,468	489,341	225,000	5
1854.	7,284,531	1,006,638	525,823	150,000	3
1855.	8,065,952	1,011,444	512,848	*600,000	12
1856.	8,472 317	1,139,164	662,365	112,000	2
1857.	8,568.369	1,143,852	653,354	224.000	4
1858.	8,254 780	1,095.845	620,965	280,000	5
1859†	7,788,786	1,036,159	602,507	336,000	6
1860.	7,787,444	1,236,598	654,185	364,000	6½
Aggregate	17,215,932	8,813,689	2,831.000		75½
Average	748,519	383,204	123,087		3¼

* In stock. † Eleven months.

ABSTRACT OF BALANCE SHEET FOR FIVE YEARS.

	1856.	1857.	1858.	1859.	1860.
Road including Susq. Bridge	$7,117,246	$7,158,214	$7,069,073	$6,832,858	$6,830,516
Principio Improvement	78,369	105,481	.....	.....	.....
Port Deposit Branch road	82,798	107.020	109,515	109,515	109,515
Terminus on the Delaware	69,525	73,017	56,944	56,944	56,944
Stock owned by the Company	861,325	861,325	762 225	744,425	744,425
Real estate	263,054	263,312	257,024	45,044	45,044
Assets, viz:					
Real estate subject to sale	.....	.....	.....	208,000	203,650
Stock, etc., at cost	70,957	71,694	119,552	132,484	139,396
Agents balances	44,025		17,551	7,428	11,709
Sundry accounts	1.852		431	28,321	10,269
Due from P. O. Department	6,250		6,260	40,397	5,976
Instalments on new stock unpaid	8,800	125,628	2 100	.....	.....
Bills receivable	1,107		55,457	56,457	97,628
Bonds "	5,921		3.521	....	....
Woodlands, fuel and materials	95,370	97,164	88,185	70,643	62,816
Cash	10,677	35,619	159,078	57,137	90,977
Paym'ts and advances for work, etc.	8,967	25,150	.....	.....	.....
Unadjusted accounts	36,617	43,373	.....	.....	.....
Advances to other roads	87,501	68,781	76,081	78,432	53,377
Treas. N. C. and F. R. R.	.....	.....	.....	479	.....
	$8,851,361	$9,035,778	$8,782,997	$8,468,514	$8,464,242
Capital stock	$5,600,000	$5,600,000	$5,600,000	$5,600,000	$5,600,000
Funded debt	2,774,526	2,485,777	2,555,379	2,498,435	2,469,300
Sinking fund	.....	.....	.....	.....	33,333
Dividends unclaimed	3,202	3,373	6,365	6,854	2,101
Interest on loans unclaimed	1,761	3,097	1,496	4,114	1.662
Coupons improvement bonds	195	585	270		3,570
Real estate waiting order of court.	13,375	13,750	14,125	14,500	14,875
Sundry accounts	1,909	3,080	3,064	5,743	1,708
Due other roads and lines	31,528	56,709	32,247	9,696	11,680
Construction			9,320	7,165	26,592
Bills payable	125 204	11,594	21,320	11,000	.....
Balances of interest on all debts	59,277	63,727	70,370	62,522	49,690
Interest accrued on Del. lease	.....	29,758	30,031	25,262	28,524
Treas. N. C. and F. R. R.	4,709	25,911	354	.....	517
N. C. and F. T. RR. guarantee	41,676	46,666	.....	.....	.....
New Castle and Wil. R. R. Co	37,837	43,644	.....	.....	.....
Renewal fund	95,817	135,817	60.000	.....	.....
Balance to credit of revenue	360,345	515,280	378,656	223,223	220,690
	$8,551,361	$9,035,778	$8,782,997	$8,468,514	$8,464,242

Chicago, Alton and St. Louis Railroad.

The new management of this road is effectively overhauling its track and rolling stock, and within a few weeks, or months at most, it will be in as good condition as any railway in the West. Indeed, it may already be said to be in capital order. Many old bridges have been replaced by substantial stone structures; tressle works are being filled up; the road bed is being ballasted with good gravel, and every department seems to be receiving proper attention.—*Chicago Tribune.*

Railroad in Oregon.

The first railroad in Oregon has just been built on what is called the "Transit across the Cascades." The road is of substantial construction, is 3¾ miles long, and the majority of it is on trestle-work of a dizzy and dangerous hight.

AMERICAN RAILROAD BOND LIST.

(s) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Ster'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (las'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mill. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	92
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,800,000	7	------	38
2d Mortgage	2,000,000	7	------	15½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	73½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	96
1st Mortgage (E. Extension)	1,500,000	---	1875	96
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	97½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	97½
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103½
2d Mortgage	2,000,000	7	1860	95½
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1867	69
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	92½
Construction	4,115,000	6	1875	92½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11½
2d Land Grant (Western Div.)	353,600	†	------	11½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	98
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	98
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90½
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	82
Northern Indiana	985,000	†7	1861	81½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	75½
2d Mortgage	2,850,000	†	1877	53½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	65
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	678,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100½
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	84
4th Mortgage (convertible)	3,729,000	7	1880	70
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	95
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	87
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1850-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norriet'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	438,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,676,300	6	1880	83
Mortgage	3,103,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	71
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	993,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	60
2d Mortgage (convertible)	2,000,000	7†	'68-'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	66½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	27
3d M. (L. Er., Wab. and St. Louis)	1,347,650	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	442,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

STATEMENT SHOWING THE MOVEMENT OF THE PUBLIC DEBT OF THE UNITED STATES, YEARLY, FOR THE LAST TEN YEARS.

PUBLIC DEBT OF THE UNITED STATES.

DESCRIPTION.	Act Authorizing Debt.	When Redeemable.	Rate of Inter.	Amounts Issued.	AMOUNTS OUTSTANDING. 20 Nov., 1851.	31 Dec., 1852.	3 Dec., 1853.	20 Nov., 1854.	17 Nov., 1855.	15 Nov., 1856.	17 Nov., 1857.	23 Dec., 1858.	1 July, 1859.	1 July, 1860.	7 Sept., 1861.
Old debt, *fund. & unfund.*	Various.	—	—	$116,716	$116,716	$114,573	$114,318	$114,118	$114,118	$114,118	$114,118	$114,118	$114,118	$114,118	$114,118
D. of C. City Debt *(assum.)*	20 May, '36	$60,000 a y'r	6	840,000	840,000	780,000	24,000	3,600	3,600	.....	.....	.....	.....	.....	.....
Loan of 1842	15 Apr., '42	31 Dec. '62	6	8,343,896	8,198,696	6,872,185	6,872,185	4,823,171	4,203,296	3,784,067	2,883,264	2,883,264	2,883,264	2,883,264	2,883,264
Loan of 1843	3 Mar., '43	1 July, '63	6	7,004,231	6,238,031	4,526,531	92,500	2,400	.....	.....	.....	.....	.....	.....	.....
Loan of 1846	22 July, '46	12 Nov., '56	6	4,999,141	4,999,149	4,999,149	4,048,400	2,968,033	1,368,233	319,800	.....	8,700	3,100	1,000	.....
Loan of 1847	28 Jan., '47	1 Jan., '68	6	28,200,650	20,300,100	25,666,600	20,738,700	15,710,500	13,088,800	11,773,600	10,704,202	8,908,342	8,908,342	8,908,342	8,908,342
Loan of 1848	31 Mar., '48	1 July, '68	6	16,000,000	15,740,000	15,735,000	14,444,492	12,576,502	11,883,392	10,704,202	8,908,342	8,908,342	8,908,342	8,908,342	8,908,342
Loan of 1858	9 Sep., '50	1 Jan., '65	5	10,000,000	10,000,000	10,000,000	9,887,000	9,264,000	9,004,000	3,632,000	3,461,000	3,461,000	3,461,000	3,461,000	3,461,000
Texas Indemnity	28 Feb., '50	On demand	5	2,750,000	.....	.....	.....	.....	.....	2,759,000	552,471	268,968	261,942	197,463	112,092
Texas Debt Loan	14 June, '58	1 Jan., '74	5	20,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	191,017	20,000,000
Loan of 1858	22 June, '60	1 Jan., '71	5	7,022,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,630,000	7,022,000
Loan of 1860	8 Feb., '61	1 Jan., '81	6	18,415,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,000,000	18,415,000
Loan of 1861	17 July, '61	20 years.	6	None.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	None.
Loans	.....	.....	.....	124,351,632	72,439,183	70,010,530	56,221,645	44,862,904	42,607,419	30,851,217	25,057,192	25,048,965	43,601,037	44,974,091	70,331,166
Treasury notes	Various.	Various.	.....	.....	121,212	121,162	114,512	113,062	112,312	114,662	107,962	19,861,812	15,158,662	19,795,612	55,960,500
Total	.....	.....	.....	.....	72,560,395	70,131,692	56,336,157	44,975,456	42,719,731	30,965,879	25,165,154	44,910,777	58,754,699	64,769,703	126,291,666

The unissued portion of the recent $150,000,000 loan will swell the aggregate debt to about $240,000,000. The last $50,000,000 is not to be taken till December 15. Congress meets on the first of the month, and will have ample time to provide further means for the operations of government before the present shall be exhausted.

Racine and Mississippi Railroad.

Fourteen miles of iron have been laid west of Freeport, and the balance of the distance to "Lanark" is being laid at the rate of a mile a day. This extends the line of the road twenty miles west of its present terminus, and within sixteen miles of the Mississippi. This Company will soon have an independent line to the Mississippi river.—*Racine Advocate.*

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations.

By M. Cezanne, Engineer des Ponts et Chaussees. Translated by J. Bennett.

(Concluded from p. 675.)

NOTES.

Note A.—*Upon some effects of the variations of temperature observed at the Theiss Bridge.*

In preparing the plan, it was admitted, that the variations of temperature would, as is usual for arch bridges, have no other effect but to raise or lower the summit of the arches, that the distance between the piers would remain constant, that the efforts produced by the changes of form arising from changes of temperature would attain their maximum in the upper chord, during the low temperatures, and that there was no occasion for solicitude, as might be inferred from a very simple calculation. The fastening of the upper chord upon the square bodies, being one of the conditions of the stability of the piers, it was proposed to complete it by mooring the ends of these upper chords behind the abutments.

In reality the rolled iron trusses are so rigid in the vertical plane, that they manifest a tendency to remain similar to themselves through the changes of temperature. In the early part of November, 1858, the north wind having suddenly reduced the temperature 18° Fahr. the whole bridge was seen to contract and the extremities tended towards the middle; the abutments partook partially of this motion; a slight crack between the mass of the right abutment and the viaduct, opened in the morning and closed at noon. On suppressing the mooring, the motion continued; the iron trusses were bound to the masonry solely by eight bolts of 1.97 inches secured with lead, into the stone, and resting the heels of the arches against their shoes with a screw fastening. These screws being suppressed, the abutments were immovable; but the heels of the arches separated from their shoes nearly .39 inch. The summit of the arch then fell to its original level and resumed the form in which it had been constructed.

From this observation we conclude that the arches of the Theiss bridge exerted no thrust when unloaded, and that they could be held by simply being placed upon two supports at the springing line.

Six iron wedges in couples were driven between the heels of the arches and the shoes. In the morning the slant of the arches bore mainly upon the lower wedges, and at noon upon the upper wedges; advantage of this was taken in striking upon the upper wedges in the morning, and at noon upon the lower, so that the severest cold could not separate the heel of the arches.

In reality the arches act partly as a rigid girder, and partly as flexible arches. We observed, for example, that for a fall of 58.5°, the fourth pier remained immovable, the first advancing towards it 0.55 inches. Now, this pier is 437.3 feet from the fourth, and should approach it by 2.08 inches, if there were no change in the arches; the motion observed at the springing was 0.55 inches, proving in this case that the effect of change in temperature was divided between the piers, which received .26, and the arches, which received the remainder.

Note B.—*Machine for making Beton.*

The beton for the Theiss bridge, was prepared in a machine widely known in Germany, but little known in France.

This simple machine is composed of a cylinder 13 feet long, and 4 feet diameter, open at its ends, and turning upon an axis inclined to the horizon. The stone and the mortar were thrown from a barrow into a hopper, which delivered them into the cylinder at its upper end. The mixture was effected by the rotation of the cylinder, whose lower end delivered the beton either into barrows or cars.

The interior of the cylinder was smooth and lined with sheet iron; the proportion of the materials was made by regulating the number of barrows of mortar and those of stone cast into the hopper. At Szegedin the cylinder was inclined to the horizon one-13th; it made from fifteen to twenty turns per minute, and the mixture was perfect. The cylinder was driven by a belt passing directly over its outer surface. Motion was given by an engine which worked at the same time a strong mortar mill.

This machine easily made from 104 to 131 cubic yards in ten hours, and so long as the loading of the materials was not included in the net cost, the expense per cubic yard, is very small, and is but a fraction of the expense of the engines which drive the beton cylinders.

Note C.—*Pile Driving.*

At Szegedin there were three kinds of piling:—

1. The piles for the scaffolding, the service bridge, &c., were driven in the river; for the most part they were driven by steam; and the work progressed night and day. The machine gave sixty to eighty blows in one hour, the fall varying between 10 and 19½ feet.

2. The piles were driven upon the shore, for the foundation of the abutments; the pile drivers were worked by steam, with a ram 2,200 pounds weight falling from 26 to 29½ feet. The heads of the piles were crushed in spite of their bands, but the parts towards the end of the driving, which jutted a little above the bottom, resisted well. The piles were of spruce. The engine worked a pump at the same time that it imparted motion to a horizontal shaft placed in front of the excavation. One or two pulleys worked the pile driver by means of a belt. A row of piles perpendicular to the horizontal shaft was driven without displacing the pulley.

3. The interior piles of the column were driven by hand; the work went on night and day; sometimes forty hours were given to one pile, as the falls used were moderate. The ram, 880 pounds, was worked by a hand rope of the pile driver. After 810 volleys a pile has opposed an absolute refusal during 180 volleys of 25 blows. The ram of 2,200 pounds was taken; and the pile sunk 0.63 inch per blow with a fall of 9.3 feet.

These piles were cut to a diameter of 11.8 inches, so as not to tighten indefinitely the tamping of earth left in the columns; it was proved by direct experiments, that this packing consumed but a small fraction of the resistance of the pile, about one-15th, or in other words, that fourteen-15ths of the resistance of the pile was due to its fixture below the column, the only use for which it was designed.

The piles of the abutments and those of the first piers, were provided with iron shoes; but in excavating after the piling of the first pier, several detached shoes were found in the foundation, and they were abandoned in the last piers, the work being done better without them.

This experience confirms that of the Prussian engineers in the construction of the bridges of Dirschau, and of Marienbourg upon the Vistula, in which they concluded that the shoe had no influence upon the driving of the piles. The same engineers charged with the construction of the bridge at Cologne, drove their piles unshod through the gravelly bottom. The system appeared however to be too absolute.

A Compliment to the Canadian Geological Survey.

When the American Association for the advancement of science met here, Professor Ramsay, Director for England of the Geological Survey of Britain, said if he were consulted by any small or young State respecting the best method of carrying on a Geological Survey, he should refer them to Canada as, under Sir William E. Logan's direction, furnishing the best model he knew of. Without the learned Professor's advice we believe a great European State has made the reference. The King of Italy has recently appointed a commission to decide upon the proper method of carrying out a Geological Survey of his kingdom, and application has been made on behalf of this commission to Canada for suggestions, embracing a description of the whole organization of the Survey here, the salaries of officers, the construction of the map,

&c., &c., &c. Thus it seems the great exhibitions and the publications of the Survey here, which have been regularly furnished to savans in Italy have given the Province a status in the scientific world, of which we have not a little reason to be proud.—*Montreal Gazette.*

Railroad Earnings--Weekly.

The following are the earnings of the Great Western Railway of Canada for the week ending September 13, 1861:

Passengers	$20,448 09
Freight and live stock	17,248 52
Mails and sundries	1,322 53
Total	$39,019 15
Corresponding week of last year	56,451 19
Decrease	$17,438 04

The receipts of the Morris Canal for the week and season, compared with those of 1860, have been:

Total to Sept. 8, 1860	$227,113 70
Week ending Sept. 15, 1860	10,345 69
	$237,459 39
Total to Sept. 7, 1861	$170,986 86
Week ending Sept. 14, '61	7,996 70
	178,983 56
Decrease	$58,475 82

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in Sept., 1861, were $52,077 90
Do. 1860 23,589 15

Increase in 1861	$28,488 75
Total since 1st September, 1861	$74,142 90
Do. 1860	48,876 29
Increase	$25,266 61
Total since 1st January, 1861	$709,188 28
Do., 1860	646,146 41
Increase	$63,041 87

The earnings of the Chicago and Rock Island road, the 2d week in Sept., '61, were $35,757 00
Do. 1860 33,191 00

Decrease	$2,566 00

The earnings of the Toledo and Wabash Railroad the 1st week in Sept., 1861, were $32,114 50
Do. 1860 27,389 41

Increase	$4,725 09
2d week, 1861	$30,093 00
Do. 1860	25,027 90
Increase	$5,065 10

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2nd week in September, 1861, were $29,951 66
Do. 1860 32,610 50

Decrease	$2,658 84

The receipts of the Chicago and Northwestern Railroad for the 2nd week in September, 1861, were $21,557 02
Do. 1860 19,371 88

Increase in Sept., 1861	$2,185 14

The earnings of the Michigan Central Railroad, the 2d week of Sept., 1861, were $47,752 72
Do. 1860 58,399 12

Decrease	$10,646 40

The earnings of the Galena and Chicago Railroad the 3rd week in Sept., 1861, were $48,103 00
Do. September, 1860 49,967 68

Decrease	$1,864 68

The earnings of the Cleveland and Toledo Railroad the second week in Sept., 1861, were $20,082
Second week in Sept., 1860 23,620

Decrease	$3,538

NB.—Celebration September 10th, last year, gave passenger earnings of $4,800.

Railroad Earnings--Monthly.

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of August, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$194,344 77	$250,073 71
" " merch'dise	32,406 78	49,100 38
" " travel, etc.	38,606 60	38,320 85
Total	$265,358 15	$337,494 94
Transportation, roadway, dumpage, renewal fund, and all charges	134,332 83	147,358 58
Net profit for the m'th,	$131,025 32	$190,136 36
Profit for the previous 8 months	892,661 11	$879,491 83
Tot. profit for 9 mos.	$1,023,686 43	$1,069,628 19

The following is the 16th monthly report of Mr. Jos. W. Alsop, receiver of the Ohio and Mississippi Railroad Company, for July, 1861:

Balance brought down from June account		$23,414 07
RECEIPTS.		
From passengers, prior to July 1	$3,018 33	
From freight and express	11,064 98	
From mail service collected,	374 08	
		14,657 39
From passengers on July account	12,577 44	
From freight on July acc't.	18,346 04	
		30,921 48
From temporary loan (for which the Receiver's notes are given with interest to maturity the sum of $35,665 66) to meet extraordinary repairs of Miami Bridge, etc., damaged by storm		35,000 00
From other sources		672 26
Total		$104,665 20
DISBURSEMENTS:		
Paid balance of charges with other roads	$949 96	
Paid discount, interest and exchange	101 84	
Paid note on account of iron purchased	3,226 56	
Paid sundry office expenses,	259 45	
Paid on account of former arrearages	3,214 25	
Paid on account May current expenses	45,163 26	
Do. June do.	38,190 32	
Do. July do.	2,294 44	
		93,490 07
Balance carried to August account		$11,265 13

Atlantic and Great Western Railroad.

We learn that Chief Engineer Kennard has ordered that work be commenced before Akron, O., and the Sunbury & Erie Railroad, now under way, immediately, and that the work be pushed forward with all possible vigor, preparatory to putting up the superstructure; and for this purpose three thousand additional men will be put upon the work forthwith. The grading and masonry between Akron and Ravenna is now nearly completed, while a large portion of the iron has been purchased, and is ready to be laid down as soon as the road bed shall be prepared for it.—*Pittsburg Chronicle.*

Live Stock on the Erie Railroad.

For the week ending Monday, Sept. 23—197 cars of cattle; 38 cars of hogs; 16 cars of sheep; 13 cars of horses. Total stock, 264; add 300 cars of express freight, making a total number of cars hauled by stock express trains during the week 564, showing an increase over last week of 52 cars of live stock. Total increase of all cars hauled by stock express, 57.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "American Railroad Journal,"
No. 8 WALL STREET, NEW YORK.
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THE RENSSELAER
Polytechnic Institute,
TROY, N. Y.

THE thirty-eighth Annual Session of this School for thorough instruction in the Natural Sciences and Civil Engineering, will begin September 18th, 1861.
A department for instruction in Military Science and Art has been instituted.
Inquiries may be addressed to Prof. Chas. Drowne, Director of Rens. Pol. Institute, Troy, N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, etc., for same.
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PHILADELPHIA.
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LAP-WELDED IRON BOILER TUBES.
TUBULAR BOILER MAKERS
AND
ENGINEERS' TOOLS.
Tubes for Artesian Wells, conveying Steam or Water, Shafting, etc., screwed or coupled together, in various ways.
KRUPP'S BEST CAST STEEL.
PARIS'S PATENT GLASS ENAMELLED IRON TUBES, FOR WATER, ACIDS, ETC.
PATENT LAP-WELDED STEEL TUBES.
THOMAS PROSSER & SON,
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LOCOMOTIVES FOR SALE.
THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.
They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.
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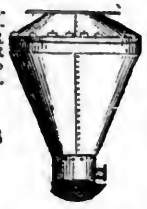
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American Railroad Journal.

New York, Saturday, October 5, 1861.

Commercial Results of the War.

We give below an interesting and striking statement of the commercial condition of the country growing out of the war in which it is engaged.

Foreigners who, almost up to the present moment, have regarded the civil war now raging in the United States as possessing political significance alone, and as deserving attention only from the inferences it enables them to draw unfavorable to our institutions in contrast with their own, are beginning to discover that they perhaps have a deeper interest than ourselves in the contest, and that their commerce, and not our existence and welfare as a nation, may be made shipwreck in the great maelstrom which they see raging across the Atlantic.

The movement of the commerce of a nation in either direction is necessarily slow, but trade returns at home and abroad are already indicating that a great revolution has taken place. The value of imports into the port of New York, for the first nine months of the year, have been $97,920,820, against $181,411,187 for 1860, and $192,988,691 for 1859. The falling off from 1860 has been equal to 46 per cent.; from 1859, 49 per cent. The imports into this port for July, August and September have been $19,971,820, against $41,319,774 for 1860, showing a falling off, so far, for the last half of the year, equal to 55 per cent. The falling off for the balance of the year will probably be equal to 60 per cent., and that for the whole year equal to 50 per cent. The diminished value of imports at the other ports has been in still greater ratio. All the Southern ports, south of Baltimore, are rigorously closed by the blockade, and the foreign commerce of that city has been nearly destroyed by the war, and will not revive at present. It will, therefore, be safe to estimate the imports into the United States from foreign countries, for the year ending December 31, will not exceed $181,000,000 in value, or one half those of 1860, which were valued at $362,166,254.

We have only to turn to England, the country bearing the most intimate commercial relations with our own, to witness a correspondingly reduced export trade. For the month of August the exports from the port of Liverpool to the United States were $6,000,000 less than in August, 1860, having fallen from $8,300,000 to $2,250,000. Such a falling off is well calculated to strike the foreign merchant and manufacturer with consternation, which will only be aggravated as the season advances. A similar decline for a year would reduce the trade of one port in the United Kingdom to the United States nearly $75,000,000! It is needless to say that a city or people, whose importance is chiefly derived from a foreign trade, can suffer no such loss without experiencing the most serious disasters. Liverpool is the type of the nation. But this is not half the result. England took from the United States last year raw cotton valued at $135,000,000. This she worked up into fabrics having an exportable value exceeding $300,000,000. The season will commence and the greater portion of it pass, when the movement of the staple has been accustomed to be most free, without the shipment of a bale. Such sudden and excessive contractions in the imports of foreign merchandize of a first-class nation like the United States, can not take place without producing results so tremendous and far reaching as to overshadow, to the distant observer, all events of a merely political character.

Such a reduction in our imports will naturally most affect the export trade of those countries whose industries coincide most closely with our own. The reduction in imports does not imply a corresponding reduction in consumption by our people, but increased domestic production. We shall continue importations, in the accustomed volume, of luxuries and articles that we do not produce, such as tea, coffee, sugar, tobacco, and wines and distilled liquors. The experience of foreign countries fully proves that an increase in their price from impost or excise duties, does not materially check their consumption. To these articles we may add hides, a necessary article of import, no matter at what cost, and imports of produce from the British North American provinces, which come in duty-free, and are not likely to diminish in amount. The value of such articles imported the past year were as follows:

Sugar and molasses	$38,338,449
Tea	21,883,797
Coffee	8,915,327
Wines and spirits	7,795,224
Tobacco	6,079,909
Hides	10,524,706
Imports from British Provinces	20,446,586
Total	$111,982,998

If, to the above, we add silks, which were imported last year to the value of $33,265,820, and which we must continue to import in very large quantities, we shall have a total of $145,248,815 of articles regarded as indispensable to the wants and appetites of a people, and in the production of which we can not compete, at present at least, with other nations. Deducting this sum from the gross imports the present

year, there would be left only $35,500,000 for other articles.

While the list of imports given may not compose so large a per centage of the imports of the country as that estimated, it is plain to see that it will be a great portion of them. The high rates of duty recently imposed on manufactures of cotton and wool, and upon iron of all kinds, may be regarded as an effectual bar upon their importation. The value of these articles imported into this country the past year were as follows: cottons, $32,328,659; woolens, $38,324,659; iron, $21,524,571, making a total of the three articles of $93,314,254; or adding silks, which will be temporarily affected, of $126,680,074. The reduction in the importations from Liverpool to the United States show how the three first are already affected. Although it is highly probable that there may be some modifications in the tariff, there is no hope that they can be so great as to help the matter. Under the great call for money, we must expect that high rates will be continued upon all the ordinary sources of revenue. Under their protecting influence domestic manufactures will get a start which, with low rates of money which are almost certain to prevail, and with labor nearly as cheap in this country as in the Old World, will enable them to keep out of our markets foreign manufactures of all kinds which this country is adapted to produce. We have equal advantages or the production of cotton and woolen goods, and iron, as England, and shall not only drive her out of our own markets, but in time compete with her, with them, in foreign ones.

To estimate the full effect of such a revolution in the import trade of a great nation, we must look at its effect upon its export trade. The phenomenon here is still more striking than that already described. While the imports into the port of New York have fallen off nearly 50 per cent. in two years, its exports have nearly doubled. The following is a comparative statement of the imports of foreign merchandize, exclusive of bullion, into this port, and exports of domestic produce, exclusive of bullion, for the first nine months of 1859, 1860 and 1861:

	1859.	1860.	1861.
Imports	$192,988,691	$181,411,137	$97,920,820
Exports	48,488,576	66,961,535	93,014,968

Such an exhibit fully proves that, while we can so far forego, through economy of consumption or domestic production, the use of foreign merchandize as to reduce importations to one-half of their accustomed volume, foreign nations do not bear the same relations toward us, for the very good reason that we are self-sustaining, while they are more or less dependent. We can take $100,000,000 less from England the present year than we did the last without any great inconvenience, and on some accounts with very great advantage. She can not take from us a cent less without standing in her own light. She wants food, which she can get from us at cheaper rates than from any other nation. She wants cotton if we can give it to her, which we trust we very soon can. She took from us last year $202,000,000 of domestic produce. She is eager to take as large an amount for the present. How is this to be paid for? By merchandize, as far as this will go, and the balance in specie. To meet the balance of trade which has existed against her, in consequence of the falling off of purchases, she has shipped to us the present year $40,000,000 in specie. To make good the balance against us in the corresponding portion of 1860, we shipped an equal amount to that country. Already the difference amounts to $80,000,000. It is likely to be very largely increased as the year goes on, carrying the gold received from that country up to $50,000,000 or $55,000,000. The exports of bullion from the United States to England in 1860 was over $56,000,000, showing an almost exact reversal of the relative commercial position of the two nations.

Such a state of things is most extraordinary, and could never have been believed to be possible without actual demonstration. The empirical mode of reasoning adopted, particularly by foreigners, who could be expected to know but little of this country, led to a very different result. The first effect of the civil war, they argued, would be to check exportations, from the cessation of production. From the same cause, imports would be likely to be largely increased, to make up for the domestic deficit, and by the immense purchases rendered necessary for the army and navy. In payment of these the country would first part with its gold and silver, and push its credit for the balance. The loss of specie would force the banks to suspend payment, throw internal trade into utter confusion, and end, perhaps, in national bankruptcy.

That such has not been the result in the United States, is owing to their independent position, resulting from the great variety of their industries and productions, which renders them self-sustaining, and enables them to discontinue at will their purchases from foreign countries, which must, notwithstanding, keep up the full volume of theirs. The superiority of the United States over all other nations, in its commercial position or strength, is now fully demonstrated. The whole rebellion proceeded upon the assumption that any interference with the free flow of cotton would bankrupt the North, and render it powerless to exert any force for its repression. This idea was largely shared in by foreigners, who connected our political existence with the movement of this staple. The timid and disloyal among ourselves partook of the delusion. In the untried field before us here was our great danger. From the lack of experience we could not appreciate our real strength. We never stood, commercially, so well with other countries as we do now. We never have had so much specie in the country as we have now, and never before was the tide of the precious metals set so strongly in our favor. Money was never more abundant. The routes of internal trade never more heavily laden with traffic, while the exports of domestic products from this port are more than 50 per cent. greater than at any former period. Confidence is universally restored. All these things do not indicate, as foreigners affect to believe, that our government is effete, and that our only salvation is to be found in a change of our political institutions. Such are not the symptoms usually attending a nation in the last stages of decay, but one full of conscious strength, and just emerging upon the conspicuous theatre it is destined to occupy.

The war is already worth all that it is likely to cost in the lessons it has taught. It has forever released us from the bondage to cotton, which for a generation has hung over us like a spell, destroying all freedom of commercial or political action, and rendering us slaves to the most absurd delusions. The war has proved to the world that cotton is no longer needed to maintain our commercial independence, as this was never so thoroughly established as since this article has been counted out of the list of our exports. We have $65,000,000 in gold in the country more than we had on the first day of January last. The war has also shown where the real strength and wealth of the country lay. That in this country, as everywhere else, strength and justice, and industry and wealth go hand and hand. As all prosperity is based upon moral conditions, we establish one when we vindicate the other. Hence the contest for principle in which we are engaged is only one, in another form, for our material welfare.

This exhibit shows with what motives, and with what entire confidence and safety the banks, as the representatives of the capital of the country, come to the aid of the government. They proffer all the money it wants. The rapid flow of specie into their vaults, with the abundance of capital, relieves them of all apprehension as to the future. The expenditures going on, apparently exert no tendency to increase the value or diminish the abundance of money, while they have already given a great impulse to manufactures and trade.

The condition of this country resulting from the war is that of complete commercial independence. Its influence, with our diminished imports, upon foreign countries, remains to be seen. A leading member of a great system can not, in effect, disappear, and leave this system in harmonious action. The extent of this aberration we leave for those to be most injuriously affected, to decide. If England for the future will be compelled to send us $50,000,000 or $100,000,000 annually, in bullion, in place of her fabrics which we have been accustomed to consume, her commercial system must undergo a great revolution. If it should turn out that she is to receive no more American cotton, at least for a year or two to come, the effect of the loss of American trade must be greatly aggravated. The rebellion in our

country is thus involving all others in its material consequences, and, singular as it may seem, of all great commercial countries, the States loyal to our government may very probably suffer the least. Neither England nor France can be less indifferent than ourselves to the contest. They are interested really more than we are in the speedy return of peace.

European and North American Railway.

The revenue and expenses of this road (as far as completed from St. John to Shediac) during the year ending July 31, 1861, have been as follows:

REVENUE.

Date.	Passengers.	Freight.	Locomotives and cars.	Mails & sundries.	Total.
Aug...	$11,769	$2,899	$2,023	$290	$16,980
Sept..	7,894	2,852	2,410	421	13,487
Oct...	7,006	4,670	2,096	420	14,192
Nov...	5,556	4,858	1,702	413	12,529
Dec...	4,444	3,267	1,022	426	9,160
Jan...	2,978	2,546	90	481	6,095
Feb...	2,506	3,051	.....	552	6,108
March.	2,919	3,259	75	481	6,735
April .	3,794	3,814	405	481	8,494
May ..	5,581	5,242	1,637	405	12,865
June..	5,706	3,988	1,297	404	11,395
July ..	8,422	5,070	557	465	14,514
Total .	$63,485	$45,516	$13,314	$5,239	$132,554

OPERATING EXPENSES.

Date.	Locomotive power.	Merchandise & Pass. Cars.	Maintenance of Way and Buildings.	General Charges.	Total.
Aug...	$3,748	$2,134	$1,142	$1,719	$8,742
Sept...	3,403	2,024	1,108	1,870	8,404
Oct....	3,261	1,779	2,484	1,885	9,410
Nov. ..	3,164	1,624	1,829	1,490	8,408
Dec....	2,755	1,299	1,519	2,003	7,577
Jan....	4,391	1,201	1,420	1,124	8,136
Feb. ..	3,184	1,708	1,533	1,338	7,762
March.	3,390	1,424	1,522	1,277	7,614
April..	2,772	1,791	1,452	1,059	7,073
May ..	3,422	1,711	1,845	1,217	8,194
June ..	3,310	1,305	1,562	1,186	7,364
July ..	3,300	1,400	1,580	1,220	7,500
Total..	$40,100	$19,400	$18,996	$17,388	$95,884

RECAPITULATION.

Revenue—		
Passengers		$68,485 59
Freight		45,516 32
Locomotives and cars		13,314 00
Mails and sundries		5,238 75
		$132,554 66
Expenses—		
Locomotive power	$40,099 96	
Merchandise and passenger cars	19,400 30	
Maintenance of way and buildings	18,996 12	
General charges	17,388 12	
		95,884 50
Net earnings for 12 months ending 31st July, 1860		$36,670 16

It will be seen by the foregoing that the net earnings for the 12 months ending 31st July, 1861, amount to the very handsome sum of $36,670 16, a result gratifying alike to the management, the Government, and the public in general.

The returns of receipts and expenditures for the months of August, September and October, 1860, which appear in the above statements, have already appeared in the published report for 1860; and as the road was not opened through until August, 1860, a fair and equitable comparison cannot be made. However, it is quite evident that there is a considerable increase in the receipts for passengers, freight, etc., while the additional expense of running the through line is comparatively small. The receipts and expenses during the month of July in the present year will give a pretty good idea of what the profits of the road will be hereafter. On glancing at the table above, it will be seen that the receipts of the road for that month amount to the sum of $14,514 46 the largest amount received in any one month, except during the month of August, 1860, when the receipts were $16,980 05. The receipts of August of this year will doubtless be much larger than in 1860. The expenses of the road in July of the present year amounted to $7,500, leaving a net gain on that month's operations of $7,014 46. The receipts for July, 1860, before the road was run entirely through, amounted to $10,459 97, and the expenses $7,283 97. It will thus be seen that the operations for the month of July, 1861, when compared with the same month in 1860, exhibit an increase of $4,054 49 in the receipts; while the expenses of July, 1861, were but $216 03 over those of the same month in 1860. The largest amount received for the carriage of passengers during any one month was in August, 1860. The largest sum for the carriage of freight was in May last. The receipts for locomotives and cars were greater in September, 1860, than in any other month. The receipts for the carriage of mails and sundries during February last exceeded those of the other months.

Railways in the United Kingdom.

From two Parliamentary returns just issued, it appears that the aggregate number of miles of railway open for traffic in the United Kingdom at the end of 1860 was 10,433, against 10,002 miles at the end of 1859. The total number of passengers conveyed on those railways in the year 1860 was 163,435,678, against 149,757,294 in the year 1859, showing an increase of 13,678,384. The number of holders of season and periodical tickets in the year 1860 was 47,894, against 49,856 in the year 1859. The total receipts from passengers, parcels, horses, carriages, and dogs amounted, in the year 1860, to £13,085,756, and in the year 1859 to £12,530,646, showing an increase of £555,110. The total receipts for live stock amounted to £570,980, against £609,723 in 1859, showing a decrease of £38,743. The total receipts for conveying 60,386,788 tons of minerals amounted to £4,951,899, against 51,756,782 tons conveyed in 1859 for £4,223,002, showing an increase of 8,630,006 tons carried and of £728,897 in the receipts. The total receipts for 29,470,931 tons of general merchandise amounted to £9,157,987, against 27,005,737 tons conveyed in 1859 for £8,373,284, showing an increase in the tonnage of 2,465,194 tons, and in the receipts of £784,703. The total traffic receipts for the year 1860 amounted to £27,766,622, against £25,743,502 in the year 1859, showing an increase of £2,023,120.

The total working expenditure amounted to £13,187,368, or 47 per cent. of the receipts, not including that of the three small railways, the united traffic of which only amounted to £18,136 for the year 1860. This latter being deducted from the above total receipts of £27,766,622 leaves £27,748,486 in respect of which the returns are perfect. The total expenditure being deducted from the latter sum leaves the net receipts £14,561,118 for the year 1860, applicable to the purposes of interest and dividend on the loan and share capital of the various railway companies of the United Kingdom.

Of the total working expenditure £2,437,362, or 18.48 per cent., was for the maintenance of the permanent way; £3,801,282, or 28.83 per cent. for locomotive power; £1,118,784, or 8.49 per cent., for repairs and renewals of carriages and wagons; £3,699,708, or 22.05 per cent., for traffic charges; £517,367, or 3.93 per cent., for rates and taxes; £363,174, or 2.75 per cent.. for Government duty; £181,170, or 1.37 per cent., for compensation for accidents and losses; £1,068,521, or 8.10 per cent. for miscellaneous expenses; making the total working expenditure, as above, £13,187,368.

The working stock consisted of 5,801 locomotive engines, 15,076 carriages of all kinds for the conveyance of passengers, and 180,574 wagons of all kinds for the conveyance of live stock, minerals, and general merchandise.

Of the total receipts for the year 1860, £23,454,810 were on 7,583 miles of railway in England and Wales; £2,925,229 on 1,486 miles of railway in Scotland, and £1,368,447 on 1,364 miles in Ireland. The total working expenditure was £11,258,104, or 48 per cent.; £1,306,128, or 44 per cent., and 623,136, or 45 per cent. respectively; leaving £12,196,708 as the net receipts on railways in England and Wales, £1,619,101 on railways in Scotland, and £745,311 on railways in Ireland.

The rolling stock on railways in England and Wales consisted of 4,696 locomotives, 12,338 passenger carriages, and 150,582 wagons of all kinds; on railways in Scotland, 781 locomotives, 1,876 passenger carriages, and 25,215 wagons; and on railways in Ireland, 324 locomotives, 867 passenger carriages, and 4,777 wagons of all kinds.

Of the 163,435,678 passengers conveyed on railways in the United Kingdom during the year 1860, 20,625,851 were first class, 49,041,814 second-class, 93,768,013 third-class, including Parliamentary. The receipts were £3,170,935 for first-class passengers, £3,944,713 for second-class, and £4,162,487 for third-class and Parliamentary passengers, £272,807 for holders of season and periodical tickets; making the total receipts for passengers, £11,550,942. The total receipts for excess of luggage, parcels, carriages, horses, dogs, etc., conveyed in passenger trains amounted to £1,008,892, and for mails to £525,922, making with tha receipts for passengers a total of £13,085,756.

The increase in the number of first-class passengers carried in the year 1860, as compared with the number conveyed in 1859, was 1,421,700; in the number of second-class passengers, 4,689,911, and in the number of third-class and Parliamentary, 7,566,773; total increase, 13,678,384. The increase in the receipts for first-class passengers amounted to £13,204, for second-class to £174,912, for third-class and Parliamentary to £225,728, and for season and periodical ticket

holders to £25,366, making the total increase £439,210 in the receipts for passengers in 1860 as compared with those of 1859.

(From the Philadelphia Commercial List.)

The Manufacture of Iron and Steel.

The policy of the national government has not been hitherto favorable to the development of those branches of industry which naturally spring from our vast mineral and metallic resources. Especially hostile has it been to the growth of those departments of manufactures in which Pennsylvania has a peculiar interest. Now that after long years of opposition, we have gained such protection as is accorded by the MORRILL tariff, a determined effort is made on the part of New York importers and foreign producers to break down that which is our only guarantee of future safety. Heretofore, the cry has been that we had not the capital to contend with European rivals, and that it would be wiser for us to succumb at once, leave our natural wealth to slumber in its native hills, and buy just what foreign merchants chose to offer in the market. It is safe to say that no nation ever grew rich or independent in pursuit of such a policy, and it is creditable to the common sense of our people that they have labored, in despite of all these obstacles, to build up an independent industry. At the present time, when the friendly commerce of Great Britain is extremely uncertain, we have all a deep interest in the development of that production which has been most seriously injured by British competition.

We have, in the mountains of Pennsylvania, iron which is believed to be preferable for machinery and other purposes to any that is produced abroad. We have among the same grand old hills, coal, both anthracite and bituminous, of a superior quality. We have, thanks to emigration and the development of American energy and skill, an abundant supply of the kind of labor necessary to bring within the circle of active industry the natural resources of which we are so proud. Nothing was needed beyond the sympathy of the national government and an assured measure of protection, to render Pennsylvania the great manufacturing State of the nation, and a formidable rival of a people who have lately given abundant evidence of intense hostility to free institutions.

We have before us a report on the manufactures of Philadelphia, prepared by LORIN BLODGET, Secretary of the Board of Trade, in which document are embodied facts of great interest to everybody concerned in the prosperity of Philadelphia, and especially to those who are engaged in the production of iron and steel. In our present issue we give some statistics from this report. Mr. BLODGET has carefully prepared lists of the number of establishments, the amount of capital invested, the number of hands employed, and the aggregate amount of the production. From a careful consideration of these figures it will be seen that Philadelphia has steadily maintained the supremacy she acquired years ago, in the various branches of iron manufactures. By her railroad facilities, mainly constructed by her own capital, she has the readiest access to both coal and iron, and by the skill of her machinists and the inventive genius of her mechanics, she has shown that she can compete with any other city at the odds, and gain the superiority. The machinery of her production is to be found in almost every civilized city of the continent, and her reputation has spread to regions where even the enterprising "commercial metropolis" has failed to make her mark. The compiler confesses that some of his estimates are rather beneath the mark, but thinks they will afford sufficient data for a proper appreciation of our progress in the manufacture of iron and steel.

We append, as compiled for the Annual Report of the Board of Trade, the number of Iron Foundries, Machine Shops, Rolling Mills, and Steel Works in Philadelphia, and the number of Furnaces in Montgomery, Delaware and Chester Counties, within a few miles of the city :—

	No. of Establishments.	Power.	Capital.	Raw Material.	Males empl'd.	Females employed.	Value of Produce.
IRON FOUNDRIES—							
General foundries	14	Steam	$232,250	$158,597	233	..	$295,863
Building foundries	3	"	175 000	74,150	194	..	274,000
Stoves and hollow ware	8	"	909,000	508,800	956	..	1,306,700
Cast pipes; gas, and other	1	"	55,000	50,000	60	..	100,000
Iron railings	13	"	297,400	118,904	192	..	283,520
Malleable iron, sad iron, coffee mills	6	"	104,500	42,510	143	..	133,600
IRON MACHINERY—							
General machinery; steam engines, sugar and rice mills, etc., etc.	61	"	1,144,800	687,727	1,613	..	1,862,001
Machinists' tools	2	"	480,000	70,274	370	..	403,000
Locomotives	2	"	1,650,000	696,500	1,255	..	1,420,000
Car wheels and axles	2	"	540,000	235,300	130	..	393,000
Iron ships and ship machinery	3	"	400,000	245,900	350	..	448,500
Fire engines	2	"	40,000	16,500	45	..	43,000
Paper makers' machines	1	"	100,000	50,000	65	..	121,000
Cotton and woollen machinery	6	"	273,700	120,954	397	..	490,000
Looms and hosiery frames	7	"	64,100	21,070	124	..	88,500
Sewing machines	11	"	212,000	52,258	238	20	247,555
Presses, dies, coining and brick-makers' machines	8	"	28,000	17,880	30	..	82,100
ROLLED IRON—							
Rolled tubes, pipes, welded flues.	3	"	258,000	378,879	293	..	539,247
Bar, sheet and plate	5	"	535,000	668,790	605	..	1,110,000
Iron roofing, corrugat. & galvaniz.	3	"	155,000	133,000	145	..	300,000
Iron safes	7	"	120,000	59,545	138	..	216,530
Cut nails	1	"	65,000	53,200	130	..	173,000
WROUGHT IRON—							
Ship smiths	12	"	31,400	14,387	52	..	55,600
Iron bolts, etc.	7	"	170,500	159,390	318	..	410,000
Blacksmiths	106	Hand & st'm	109,875	81,766	356	..	320,614
Wrought nails	5	"	5,000	6,190	21	..	15,445
Stoves and ranges	44	"	450,100	263,343	331	..	659,053
Wire and ornamental iron work	17	"	54,900	47,848	101	3	115,794
Tin and sheet iron	142	"	284,650	269,040	486	16	620,335
Locks, hinges, bolts	40	"	96,400	32,412	155	..	134,628
Gas metres	3	"	233,000	215,100	200	..	302,000
STEEL WORKS & MANUFACTURES OF STEEL—							
Steel works	2	"	175,000	231,750	50	..	368,200
Steel springs	6	"	65,300	75,560	99	..	136,052
Steel forks, shovels, etc.	11	"	164,500	127,125	203	..	311,050
Cutlery and Steel tools.	22	"	56,600	40,895	88	1	119,425
Saws	6	"	182,600	126,468	229	..	258,600
Guns and pistols	25	"	110,000	82,382	223	2	251,150
Scales and balances	8	"	81,500	25,170	94	..	141,560
Surgical and dental instruments	17	"	152,350	51,614	155	13	199,021
Steel plate	1	"	3,000	1,000	4	..	8,000
Joiners' tools	2	"	4,400	3,100	15	..	16,000
Bookbinders' tools	5	"	20,300	5,050	31	1	28,200
General summary of Iron and Steel Manufactures in Philadelphia	649		$10,290,125	$6,346,329	10,917	56	$14,774,213
MANUFACTURES IN PART OF IRON AND STEEL—							
Wagon and wheelwrights	89	"	$774,450	$414,883	825	..	997,191
Carriages and coaches	52	"	610,600	326,321	1,038	..	1,051,371
Agricultural implements	7	"	67,800	46,542	83	..	142,910
Portable mills	2	"	9,000	4,160	11	..	10,000
Mathematical and optical instrum.	30	"	104,700	36,651	113	..	164,386
Cars	4	"	358,500	188,500	421	..	494,375
Mill machinery	3	"	16,000	8,955	24	..	29,000
Lightning rods	2	"	12,000	9,350	16	..	31,500
Ventilators	1	"	8,000	4,500	8	..	10,000
Summary	190		$1,961,050	$1,039,869	2,529	..	$2,830,733
Iron Manufactures in Montgomery, Delaware and Chester Counties, within a few miles of Philad.							
Furnaces, anthracite; pig iron	7	Steam	$710,000	$181,000	340	..	$708,000
Forges	5	St'm & w't'r	67,000	52,500	36	..	125,800
Foundries: water-pipe and cast'gs	4	Steam	233,000	94,600	210	..	288,000
Rolling mills							$1,040,000
Bar iron							450,000
Axles and shafts							180,000
Nails							140,000
Beams							90,000
Chairs, spikes, etc.							60,000
Totals	4		1,444,610	969,895	1,434	..	1,978,426
BOILER PLATES AND SHEET IRON—							
Boiler plate							296,825
Sheet iron							238,000
Totals	8		473,000	310,408	246	..	634,825
Miscel. machinery & edge tools	6		117,000	54,600	153	..	142,000
Total of iron manufactures near Phila.	34		$3,044,610	$1,663,003	2,430	..	$3,888,151

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—
28 Feb. '59	30.3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,000	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	—	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	—	—	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
— — '—	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	—	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	—	333,500	152,777	—	—
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	—	844,772	502,579	10	135
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	—	319,106	77,038	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	—	241,330	127,505	3	—
31 Dec. '59	61.0	—	3.0	—	—	—	—	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	—	61.0	—	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	—	59.7	—	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	—	119,146	—	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	—	66.0	—	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	—	—	75,672	—	—
31 Oct. '59	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	—	21,195	—	6	—
								FLORIDA.													
— — '59	154.2	—	—	—	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	—	10,255	1,504	—	—
— — '59	26.5	3.9	—	227.0	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '59	30.0	—	—	133.5	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '59	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.5	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	—	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	—	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	—	1,514,478	242,564	—	61½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	—	—	—	—	—	Chicago and Northwestern	9.344,863	—	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	—	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	—	1,093,934	309,567	3½	45½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	—	69½
31 May, '61	175.0	—	—	—	—	—	—	Great Western	0 6,208	*	—	1,800,000	2,391,000	—	—	175.0	—	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	—	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	—	2,721,591	850,630	—	66
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	—	823,767	—	—	—
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29.0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,432	—	—
1 Jan. '58	72.4	—	—	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	—	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,858	230,834	9	42
31 Mar. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	—	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
31 Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,402	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '60	73.0	—	—	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	—	404,599	232,773	10	—
								IOWA.													
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	—	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	—	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	—	—	—	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13.0	oper. by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	—	—	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	—	120,324	54,274	7	80
30 Jun. '60	65.1	—	—	—				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	—	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
— '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	—	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	—	753,774	—	—	—
31 Aug. '60	53.7	—	—	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248.969	108,434	1,710,819	53.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412			180,497	300,000	75,000	.....					—	----
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	---	---	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	40
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	12½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	91
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	101½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	100
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	100½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000		5,045,630	120.7	456,825	684,685	327,590	4	55½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	91
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891		—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	99½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	10½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	106½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	41½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	----
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	55½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,523	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	48½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	---	---	.....	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,580	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	---	---	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	112
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*		1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	----
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	230,278			216,794		56,582				15,344	3,368	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,871	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	880,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,961	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	33½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,768	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,376	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	25½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,758	8	—
30 Sep. '60	75.4	—	2.8	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	176,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	16,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	100,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	32.0	—	—	—	—	28
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	574,276	12	97
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	29½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	-8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	78
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,623,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,388,200	132,063	2,588,876	125.0	—	285,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	68
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84.017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	29.8	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	48
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,389	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065 289	3,474.545	13,261,960	17,163,947	367,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	—	37½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600.000	2.300.000	—	—	200.5	48,677	1,236.597	471,712	6½	33½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	---	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	---	---	---	---	---	---	---	---
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	---	1,355,700	54.0	---	---	---	---	---
30 Sep. '59	9.2	15.3	14.9	—	---	---	---	Schuylkill Valley	573,616	*	—	568,150	---	---	573,616	24.5	---	34,501	29,604	3½	---
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	---	---	96,227	54,582	---	---
31 Dec. '59	148.0	—	20.0	140.0	---	---	---	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	---	114,126	61,848	---	---
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	---	---	29.6	---	83,072	47,007	6	---
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	---	125,597	4,502	---	---
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	---	78.0	199,878	238,420	860,339	—	4
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	---	2,158,000	50.0	147,231	208,439	96,571	5	---
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	---	13.6	23,514	23,005	1,278	---	---
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	---	---	---	---	---
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	---	---	---	---	---
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	---	---	109.6	---	283,263	151,536	6	---
— — '58	40.3	—	----	—	---	---	---	Cheraw and Darlington	600,000	*	—	400,000	200,000	---	---	49.3	---	---	---	---	---
1 Jan. '59	143.2	21.3	----	—	---	---	---	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	---	341,190	125,871	—	---
31 Aug. '58	22.5	—	----	—	---	---	---	Kings Mountain	196,230	*	—	200,000	---	---	200,000	22.5	---	---	---	5	---
31 July '58	32.0	—	----	—	---	---	---	Laurens	543,403	*	—	400,000	106,218	---	575,729	32.0	---	27,568	8,527	—	---
28 Feb. '59	102.0	—	----	—	---	---	---	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	---	220,014	96,145	—	---
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	---	---	---	---	2,643,833	---	---	---	---	1,499,636	701,943	7	---
31 July '58	25.1	—	----	41.9	---	---	---	Spartanburg and Union	---	---	---	---	---	---	---	25.1	---	---	---	---	---
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	---	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	---	29,967	19,187	—	---
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	---	30.0	29,845	9,359	7,486	—	---
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	---	140.0	---	318,718	187,466	—	---
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	---	130.3	150,142	297,806	3 149,167	—	---
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	---	1,635,096	873,597	—	---
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	---	---	---	---	---	—	---
1859	100.0	—	30.6	55.8	---	---	---	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	293,721	740,000	---	---	---	---	---	---	—	---
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	---	59.4	69,870	177,256	60,029	—	---
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	32,908	—	317,447	632,500	22,369	---	47.4	54,175	83,129	44,666	—	---
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	---	34.2	30,065	23,808	13,892	—	---
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	---	---	159.0	---	734,118	337,384	6	---
1859	---	—	---	—	---	---	---	Nashville and Northwestern	---	---	—	---	---	---	---	---	---	---	---	—	---
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	---	45.8	57,950	127,953	87,243	—	---
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	---	---	—	216,962	413,000	408,477	---	30.0	---	1,248	---	—	---
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	---	Buffalo Bayou, Braz. & Col'rdo	---	---	—	---	---	---	---	32.0	---	---	---	—	---
— — '58	56 0	—	----	184.0	---	---	---	Galvest., Houst. & Henderson	---	---	—	---	---	---	---	56.0	---	---	---	—	---
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	---	—	275-000	240,000	171,333	---	50.0	31,300	32,670	---	—	---
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	---	70.0	102,200	282,846	196,568	—	---
— — '59	25.0	—	----	110.0	---	---	---	San Antonio & Mexican Gulf	---	---	—	---	---	---	---	25.0	---	---	---	—	---
— — '59	28.0	—	----	756.0	---	---	---	Southern Pacific	---	---	—	---	---	---	---	28.0	---	---	---	—	---
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	---	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	---
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	---	---	---	62.0	142,839	150,318	30,288	—	---
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	---
31 Aug. '60	47.0	—	2.8	—	---	---	---	Vermont and Canada	1,350,695	—	—	1,350,000	---	---	1,380,695	ope	r. by Vt.	Central	---	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	---	---	23.7	47,950	45,930	8,522	—	---
31 Aug. '60	54.0	10.5	----	—	---	---	---	Western Vermont	1,083,500	*	—	332,000	700,000	---	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	---
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	---
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	---	113.7	703,034	136,302	43,062	—	---
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	---
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	---	---	103.5	345,427	248,004	loss	—	---
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	---	—	2,063,655	2,517,500	590,056	---	167.7	270,846	450,427	222,214	—	---
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	---	410,166	201,344	—	---
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	---	326,554	213,852	7½	---
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	---	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	---	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	---	---	23.7	12,542	---	---	—	---
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,311	52,926	1,639,648	80.0	---	240,446	121,053	7	---
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,087	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	---
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	---	32.0	30,000	49,971	14,469	—	---
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	---	55.0	---	---	---	—	---
25 Mar. '59	199.8	—	----	—	---	---	---	*Milwaukee and Minnesota*	---	---	—	10,872,000	10,414,066	996,587	22,282,653	199.8	---	492,454	---	—	---
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	---
— — '57	42.0	—	----	27.8	---	---	---	Milwaukee and Horicon	919,757	*	—	1,101,200	---	---	---	42.0	10 mos.	60,066	---	—	---
31 Dec. '60	191.9	42.5	28.3	—	---	---	---	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	---	883,186	439,943	—	18
— — '57	50.0	—	----	85.0	---	---	---	Milw., Watertown & Baraboo	514,238	---	—	345,861	132,000	---	---	50.0	---	121,401	---	—	---
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	221,850	68,438	—	---
— — '58	10.0	—	----	55.0	---	---	---	Wisconsin Central	600,000	---	—	---	---	---	operated	by	Fox Riv	er Vall.	---	—	---
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	---	---	—	---
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	---	---	—	---	---	---	---	81.0	166,245	---	---	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	---	---	—	---	---	---	---	48.0	---	---	---	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	---	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	---	---	357.0	1,360,900	---	---	3	---
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	---	---	—	---	---	---	---	24.0	37,081	---	---	—	---
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	---	---	—	---	---	---	---	96.6	254,530	---	---	—	---
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	---	---	—	---	---	---	---	54.0	89,222	---	---	—	---
— — '59	25.0	—	----	—	4	—	57	Welland	---	---	—	---	---	---	---	25.0	---	---	---	—	---
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108 0	193,683	116,225	41,985	—	---
30 July, '61	60.0	—	----	----	---	---	---	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	60.0	----	132,555	36,670	—	---
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	---	---	---	Nova Scotia	---	---	—	---	---	---	---	61.5	---	---	---	—	---
								NEW GRANADA.													
— Dec. '60	48.7	—	----	—	---	---	---	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,302,828	48.7	----	1,550,878	1,936,131	12	115

New York Stock Exchange.

Sale Prices for the week ending Oct. 2, 1861.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2.
Federal Stocks:—						
U. S. 5s, 1871	81	----	----	----	----	----
U. S. 5s, 1874	80⅝	81	81⅛	81⅛	81⅛	
U. S. 5s, 1865	87⅛	----	87⅛	----	87⅛	
U. S. 6s, 1881	90⅛	90⅛	90⅛	91⅛	91⅛	
U. S. 6s, 1862	95¼	----	95¼	----	95¼	
U. S. 6s, 1867	90⅛	----	90	90	90⅛	
U. S. 6s, 1868	90	----	----	90	90⅛	
Treas. 12 p. c. notes	----	101	101	----	----	
" 6 " 2 years	98¼	98½	98¼	99½	99¼	
State Stocks:—						
California 7s	81	81½	----	81⅜	----	
Georgia 6s	----	----	----	66	66	
Illinois 6s	----	----	----	----	----	
" Canal bonds	81	----	----	----	81	
" Coupon b's,'76	----	----	----	----	----	
" " "'62	83	----	----	----	----	
Indiana 5s	----	----	----	----	----	
Kentucky 6s	----	----	75½	----	----	
Louisiana 6s	55	55	----	----	56	
Maryland 6s	----	----	----	----	----	
Michigan 6s	81½	81½	----	----	82	
" 7s	----	87½	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	42⅜	42⅝	42⅝	41½	41½	
Do. iss. to H.& St.J.R.	47	----	----	47½	----	
New York 6s, 1862	----	----	----	----	100	
North Carolina 6s	60	59½	59	59	58⅜	
South Carolina 6s	----	----	----	----	----	
Ohio 6s	90	90	----	89½	89½	
Tennessee 6s, 1890	43⅜	43½	----	42⅛	41½	
Virginia 6s	----	49½	49½	48	47	
Railroad Shares:—						
Chicago, Burl. and Q.	61⅜	----	----	----	61⅛	
Chicago and Rock Isl.	44⅛	45½	46	46⅛	45⅜	
Clev., Col. and Cin.	----	96½	----	----	97	
Clev. and Pittsburg	----	10	----	10½	----	
Clev. and Toledo	29⅜	29⅞	29⅞	29⅜	29⅜	
Del., Lack. and West	----	----	----	----	----	
Galena and Chicago	68	69½	69⅜	69⅜	69⅜	
Hudson River	33½	----	33⅝	33⅜	33¼	
Illinois Central (scrip)	65⅞	66	66	66	66	
Indianapolis and Cinc.	----	----	----	----	----	
Michigan Central	----	----	41½	41	41¼	
M. S. and N. I. guar'd,	----	31½	----	31½	----	
M. S. and N. I.	----	----	13⅜	13¼	----	
Mil. and P. du Chien	17	----	----	18	18	
M. and P.d.C. 1st pref.	----	72	72	----	----	
New Jersey	----	----	----	----	----	
New Jersey Central	----	----	----	----	----	
New York Central	73⅜	73⅜	73⅜	73⅜	73⅜	
Erie	25⅜	25⅝	25½	25⅜	25½	
Erie pref.	46	----	----	45	----	
Erie Assessment Scrip	----	----	----	----	----	
N. York and Harlem	----	----	10½	10⅜	----	
N. Y. and H. "pref."	----	----	----	----	----	
Panama	----	115	----	115	----	
Phila. and Reading	34½	----	34½	34½	----	
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	----	----	----	----	----	
Chic. and N.W. 1st M.	----	----	----	38	----	
" " 2d M.	----	----	14⅜	----	----	
" " S. F.	----	----	----	----	----	
Cl. & Tol. S.F. 7 p.c.'85	----	----	----	----	----	
Chi., Bur. and Q. 8 p.c.	----	----	92½	----	92½	
Chi. and R. I. 1st M.'70	----	----	----	----	----	
D.L.&W.1M.8p.c.'71-5	----	----	90	----	----	
" 2M.8p.c.'81	----	----	----	----	----	
Gal.and Ch.1M.8p.c.'63	98	98	----	----	----	
" 2M.8p.c.'75	----	----	----	----	----	
Hann. & St.J. 1 M. 8s	----	----	----	----	----	
Hudson R. 1M.7p.c.'69	----	103	103	----	----	
" 2M.7p.c.'60	----	----	----	----	----	
" 3M.7p.c.'75	80	----	----	----	80	
" sink. fund	97	----	----	----	----	
Illinois Centr.7 p.c.'75	92½	92½	----	----	92½	
" " 6p.c.'75	92½	92½	----	----	92½	
L. Erie & Wab. 1 M.	66½	67	68	65x	64½	
" " 2 M.	----	----	----	----	----	
La Crosse & Mil. L. G.	----	----	----	----	12	
Mil. and P. du C. 1st M.	----	----	82½	----	----	
Mich. Cen. S.F. 8 p.c.'82	90	----	90	----	90	
" conv. 8p.c.'69	----	----	98	93½x	----	
Mich. Southern 1st M.	----	----	----	82	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	76	----	
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	
" 2 M.8p.c.'77	----	----	----	----	----	
Northern Ind. 1 M.	----	----	----	----	81	
" " 2 M.	----	----	----	----	----	
N. J. Central 1st M.	----	----	----	----	102½	
" " 2d M.	----	----	----	----	----	
N.Y. C. 6p.c. certif.'83	----	----	91⅞	----	----	
" 1 M. 7 p.c.'64	----	----	----	----	----	
" bonds 1876	----	----	----	----	----	
N.Y.&E. 1 M. 7 p.c.'67	----	103¼	----	----	----	
" 2 M. 7 p.c.'79	----	----	----	----	----	
" 3 M. 7 p.c.'83	----	----	85	----	----	
" 4 M. 7 p.c.'80	70	----	----	----	----	
" 5 M. 7 p.c.'83	----	----	----	----	----	
" conv. 7p.c.'62	----	----	----	----	----	
" " 7p.c.'71	----	----	----	----	----	
" S. F. '75	----	----	----	----	----	
N.Y. & H. 1 M. 7p.c.'73	----	----	----	94	94	
" 2 M. 7p.c.'64	----	----	----	----	----	
" 3 M. 7p.c.'67	----	----	----	----	----	
Miscellaneous:—						
Del. and Hud. Canal	----	84½	----	83½	----	
Penn'a Coal Co.	----	----	----	----	76	
Pacific Mail S. S. Co.	89½	88⅜	89	89⅛	89	

The following are the closing prices in the London Market on the 11th September:

United States 5s, 1874	72	to	73
Virginia 6s	47	"	49
Erie shares, ex assessment scrip	22	"	23
Erie shares, 7 per cent. preference	43	"	45
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875	77	"	79
Illinois Central 7s, 1875	81	"	83
Illinois Central $100 shares, $80 paid, dis.	39½	"	38¾
Illinois Central, all paid	58	"	59
Michigan Central 8s, Convertible, 1869 x.c.	80	"	82
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	65	"	66
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	86	"	88
New York and Erie, 3d mort.,'83, assented "	75	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	94	"	96
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, October 5, 1861.

Share and Money Market.

The share market the past week has, with the exception of Border State stocks, been firm but quiet, with an upward tendency, particularly of Government 6s that are now 91⅞ to 92, having risen one per cent. during the week. The improvement in these is the best evidence of increasing confidence, and effects the whole market, with the exception of the bonds of the seceding States. These are considerably lower. They have been sustained by a southern demand, which appears to be falling off. Money continues to be very abundant. The demands of Government do not appear to exert any tendency to advance rates. The business on railroads is getting more active in consequence of the improved foreign demand for breadstuffs. Railroad shares are better with an upward tendency.

Philadelphia and Reading Railroad.

This company was chartered April 4, 1833, with authority to construct a railroad from Philadelphia to Reading. At the time, it was expected that the line would be continued to the coal fields by other companies, but as they were unable to do so, the right to construct the road to Pottsville was granted to this company, and the time for its completion extended to March 30, 1842. Construction was commenced in 1836, and that part of the line between Reading and Norristown opened July 16, 1838. The section between Norristown and Philadelphia was completed December 5, 1859. The whole amount expended up to that date was $4,540,971. On the 13th of January, 1842, the entire line to Mt. Carbon was opened for business. On the 20th of May following, the Richmond line, for the accommodation of the coal trade was opened. In 1851, the company purchased of the State the railroad extending from the corner of Pine and Broad Sts., to a junction with the road on the west side of the Schuylkill river. In 1858 the Lebanon Valley Railroad was purchased. This road was the first great work of the kind opened, and still enjoys the pre-eminence of being the most important work engaged in the coal trade of the country. The following table will show the number of tons of coal transported annually over the road and the receipts for the same:

	Tons of coal carried.	Receipts from same.
1843	218,711	$278,840
1844	421,985	445,509
1845	814,279	886,939
1846	1,188,258	1,600,667
1847	1,360,681	1,698,664
1848	1,235,044	1,386,605
1849	1,097,762	1,648,900
1850	1,351,507	2,071,731
1851	1,650,270	2,018,871
1852	1,650,912	1,150,677
1853	1,582,248	2,254,694
1854	1,987,854	3,253,823
1855	2,213,292	3,664,095
1856	2,088,903	3,242,458
1857	1,709,692	2,412,923
1858	1,542,646	1,865,693
1859	1,632,932	1,883,685
1860	1,878,156	2,328,157
Total	25,625,132	$35,092,931

The whole amount of coal transported during the 18 years ending the 30th of November last has been 25,625,132 tons, or an average of 1,423,618 tons per annum. The amount received from the same has been $35,092,932, or an average of $1,949,607. The amount received from the transportation of passengers during the same time has been $3,785,069; from merchandise, $3,860,973; from mails and miscellaneous, $222,953—making the aggregate receipts from all sources $42,961,927, an average of $2,386,773. The aggregate expenses during the same time have been $22,297,918, an average of $1,238,773—making the net earnings $20,664,009, an average of $1,148,000 per annum. The total amount of dividends declared has been $4,688,84g, or 79 per cent., an average of $260,447, or 4.4 per cent. The above dividends are those paid on common stock. Of these 44 per cent. have been paid in stock, viz: 10 per cent. in 1846; 12 per cent. in 1847; and 4 per cent. in 1855. The expenses include the "renewal fund" established in 1848, of 3 cents (increased in 1847 to 5 cents) for every hundred tons carried one mile. The average mileage has been 105.5; the average cost of road and equipment $16,506,474. The gross earnings in 1860 were $3,312,546; the expenses $1,686,561; net earnings, $1,625,985. Total cost of road and equipment $24,161,889. Length of main track and branches 152 miles.

The amount of capital stock paid in is $11,548,929; of this $9,997,129 is common, and $1,551,800 preferred stock. The preferred stock was created in 1848, for the purpose of paying off the bonds due in 1850 and 1856. It is entitled to dividends at the rate of 7 per cent. annually, and shares with the common stock in any excess above that rate. Of these bonds (amounting to $3,703,000) $1,648,000 were converted.

The funded debt of the company November 30, 1857, was $12,093,950 (including real estate bonds and mortgages, amounting to $520,450). Of these bonds, $3,383,400 fell due July 1, 1860. Of these, $436,800 have been extended to 1867; and $2,864,300 to 1880; $76,800 have been purchased and cancelled, and the remainder, $5,500 had not been presented for extension or payment. The cost of extending these bonds, for bonus, commissions, etc., was $385,531 83 all of which was charged to income account, reducing by so much the available net income for the year, viz:

Gross receipts		$3,312,546 21
Expenses, including renewal fund		1,686,561 54
Profit		$1,625,984 67
Interest on bonded debt.	$700,434 00	
" bonds & mort.	30,687 00	
		731,721 00
Net profit or dividend fund		$894,863 67
Cost of extending 1860 bonds		385,531 83
Leaving only		$509,331 84
This has been credited as follows:		
Sinking funds	$150,000 00	
State tax on capital	16,828 02	
Dividend on preferred stock	108,626 00	
Accrued interest on do., not paid	16,554 60	
		292,008 62
Carried to reserved fund, 1860		$217,323 22
Balance of " 1859		208,581 64
Total reserved fund Nov. 30, 1860		$425,904 86

The company has established four sinking funds, to which the payment of $290,000 annually is required to be made, viz: $25,000 to the loans of 1836-'67 and 1835-'80; $75,000 to the loan of 1849-'70; $50,000 to the loan of 1856-'86; and $140,000 (after 1861) to the remainder of the bonds falling due in 1880. For the loan of 1857-'86, no provision has been made, except any surplus that may remain from the sinking fund of $140,000 per annum, after the bonds due in 1880 are liquidated. At the date of the last report there was due from the company to the sinking fund $407,501. The annual payments of coupons amounts to $700,434. The following is an abstract from the general account of the company November 30, 1860:

Capital stock, common		$9,997,129 61
" " preferred		1,551,800 00
Loans, viz:		
5 per cent. 1836 '80 unconvertible		192,000 00
" 1836 '67 "		436,800 00
6 " 1849-'70 "		3,103,600 00
" 1843-'80 "		1,571,300 00
" 1844-'80 convertible		882,000 00
" 1848-'80 "		134,000 00
" 1849-'80 "		85,000 00
" 1857-'86 "		3,586,500 00
7 " 1856-'86 "		1,500,000 00
Bonds due July 1, 1860, not presented for extension on payment		5,500 00
Real estate bonds and mortgages		511,450 00
Sinking fund stock Nov. 30, 1859		294,111 71
Bonds of 1836-60 converted		76,800 00
Dividend fund		425,904 86
		$24,353,896 08
Cost of road		$14,449,398 39
" depots		440,008 52
" equipment		3,174,171 84
Real estate		1,386,014 90
Telegraph stock		20,680 00
Lebanon Valley branch		4,526,619 51
Willow street railroad		100,000 00
Pottsville Water Co. stock		24,304 65
Pottstown Gas "		3,000 00
New depot Broad street		37,690 70
Excess of assets over liabilities		192,007 57
		$24,353,896 08

The following is a statement of assets and liabilities December 1, 1860:

ASSETS.

Cash and bills receivable	$497,755 79
Stock and bonds held by the Co	257,710 35
Materials on hand	322,541 68
Debts due the Co., considered good	389,029 94
	$1,467,037 76

LIABILITIES.

Debts due and bills payable	$75,018 59
Cupons to Jan. 1, 1861 inclusive	302,703 00
Interest on real estate bonds	10,817 08
Sinking funds	307,501 08
Deferred dividends	384,536 04
Accrued interest on same	16,554 60
Balance of renewal fund	76,899 80
Assets over liabilities	192,007 57
	$1,467,037 76

Railroad Earnings--Monthly.

RECAPITULATION.

Roads.	Aug. 1861.	1860.
Galena and Chicago	$144,705	$166,550
Chicago and Rock Island	119,395	133,435
Cleveland and Toledo	65,910	60,928
New York and Harlem	92,033	104,941
Milw'kee and Prairie du Chien	90,461	60,228
Toledo, Wabash and Western	137,222	122,784
Chicago, Alton and St. Louis	103,189	103,635
Illinois Central	239,280	248,970
Philadelphia and Reading	265,358	337,494
Michigan Central	144,539	195,539
Erie	418,674	477,883
Pittsb'g, Ft. Wayne and Chicago	247,702	203,853
Norwich and Worcester	29,531	37,258
Hudson River	135,298	167,219

On Supplying Water to Locomotives While Running.

Among the papers read at the meeting of the Institute of Mechanical Engineers held at Birmingham, England, in the early part of this year, was one by Mr. John Ramsbottom, locomotive superintendent of the northern division of the London and North-Western Railway, "On Supplying Water to Locomotive Engines whilst Running." The paper, and the discussion upon it, has been published, and as the invention explained is actually at work on the Chester and Holyhead line, near Conway, it possesses considerable interest. The invention consists of a cast-iron trough, which, in the portion available for the supply is ¼ mile long, 18 in. wide, and 6 in. deep, and is fixed between the rails. When full, the surface of the water is 2 inches above the level of the rails. At the ends the bottom of the trough gradually slopes upwards to the level of the top, so as to avoid the necessity of having ends to it, which would present an obstruction in case of a loose chain or other thing hanging down from the train, and dragging along the bottom of the trough. The railway, at the portion along which the trough extends, is lower than at its extremities, gradually sloping to this lower level at either end. A pipe, the upper part of which is connected with the boiler, terminates in a scoop, which meets the water at an angle, by which the mouth gathers up the water as the train advances. The mouth of the scoop is 10 inches wide and 2 inches high, and it is, when depressed to take up water, exactly level with the surface of the rails, and, consequently, descends 2 inches below the surface of the water in the trough. To prevent any possible accidents the scoop is raised by a balance when not in use, and has to be depressed when it is required to raise water. The force with which the water ascends the pipe is, of course, proportionate to the speed, but it is modified by the pipe increasing in diameter to the top. At the rate of 15 miles an hour the water just reaches the top of the pipe, but does not flow into the tender; whilst at 50 miles an hour it rises with sufficient force to ascend to a height of 70 feet, giving a pressure of 30 pounds to the square inch. The actual quantity delivered into the boiler, in passing over the trough, is a little over 1,000 gallons, and it varies but slightly at any speed exceeding 22 miles an hour, as the greater force which results from increased speed is balanced by the less time which the train takes to pass over the water. The invention is employed to supply water to the Irish mail, so as to save the time which would be lost in stopping on the way to fill the tender. It is urged by the inventor that the invention would be valuable in the case of goods' train going long journeys, as it would save time for stopping, and prevent the line being so long impeded for the passage of other trains.

(From the U. S. R. R. and Mining Register.)

The Coal Oil Trade.

Our streets continue to be thronged by oil teams, frequently so much so as to render a passage through them very tedious, and to convince *us* that the streets are too narrow for a place where so much business is to be transacted as will in all probability continue to be in Titusville. Oil teams of all kinds and conditions are engaged in transporting to the railroads, the P. & E. and A. & G. W., the tens of thousands of barrels forced from the rock below. Several ox teams are in the trade. These latter make two trips weekly from the railroad to the fountain wells below on the creek. Each team takes from six to twelve barrels of oil, about seven or eight is the more usual load. The shipping of oil was never more briskly conducted than it has been for some weeks past and continues to be at this present time.

One company orders 3,500 cards per week for their bbl. heads.

Petroleum still continues extremely low. But from present indication we almost hope refiners will not long be able to control the market. Parties visiting New York inform us there is but little there. And hence we conclude that if with the quantities recently shipped from oil creek there is a demand which uses it up as fast as forwarded, and the season for its use, only just commencing, there will soon be a demand which must offer higher figures than for some weeks past. The quantity along the creek is not, we think, increasing enough to more than supply with even reliable quantities the fall trade.

Flowing oil wells are expensive pets. The G. W. McClintock well has cost Brewer, Watson & Co., for barrels and hauling to the railroad, the not *very* small sum of over *thirty thousand dollars* since the second day of August, and that exclusive of some five or six thousand barrels sold at the wells to other parties. The above amount, though large, is by no means the whole cost of running, or allowing the well to run itself. This well continues to pour forth its oleaginous treasures in luxurious abundance.—*Titusville (Pa.) Gazette, September* 12.

On a recent visit to the Western Division of the Philadelphia and Erie road, Edward F. Gay, Esq., Vice-President and Superintendent, was surprised and pleased to find that a skilful painter in the company's service was using colors mixed wholly with refined coal oil, with entire success. By subjection to processes now understood in the region, coal oil is refined into illuminating oil, paint oil, and lubricating oil; the latter, however, is only used after admixture with lard oil; the residuum which is left after the different oils are manufactured from the petroleum as it is taken from the well, is used as a lubricator, and is said to be free from gritty matter which, where it exists, cuts the journals.

As a substitute for turpentine, which has risen to high price since the blockade of the Carolina ports, coal oil is said to answer many purposes. For painting, having a *drying* property, it bids fair, in a deodorized state, to come into use as a

substitute for linseed oil and spirits of turpentine. In short, science resolves coal oil into substances of essential usefulness in the domestic arts; and a great market is open to receive and consume it in all its qualities and under all its names.

Baltimore and Ohio Railroad.

Ever since the commencement in this country of hostilities, which occurred during the ever memorable days of April last, it is well known that the Baltimore and Ohio Railroad has been extensively used for the transportation of not only immense quantities of army and navy stores, but large bodies of troops, and it is a matter of singular remark, and worthy of common gratulation, that not a single accident has occurred upon the road. Whilst locomotives have fled the track upon other roads, cars demolished, and the lives of many soldiers lost, the trains of the Baltimore and Ohio Railroad have been extraordinarily exempt from such unwelcome casualties. It is estimated that since the eighteenth day of April, when the troops first commenced passing through here, over two hundred and sixty thousand soldiers have been carried upon the main stem and branches of the road, and not a single life lost, nor has a single accident of note occurred. Sometimes two or three regiments, mustering each one thousand men, have arrived at the Camden Station, the principal depot of transportation, and have been passed over the road as quietly, as comfortably and as swiftly as though they were occupying regular passenger trains. The commanding officers of some of the regiments who hail from the most distant sections of the country have frequently expressed their highest gratification at the workings of the road, especially as their respective commands have experienced such slight detentions and met with such courteous treatment on the part of the employees. For this excellant state of affairs much credit is due Mr. Joseph T. England, the Agent of the Camden Station, whose name is mentioned with the approbation of the highest authorities of the Company.—*Baltimore American.*

Debt of Michigan.

The debt of this State on the 14th September ult., was as follows:

Penitentiary bonds, 6 per cent. due 1863.	$13,000
Internal improvement warrant bonds...	50
Full paid $5,000,000 loan 6s of 1863....	177,000
Adjusted bonds 6s of 1863.....	1,744,185
Temporary loan 6s of 1878.....	50,000
Renewed loan 6s, 1878	216,000
$144,000 of $5,000,000, equal, when adjusted, to	83,314
Internal improvement warrant.....	3,274
Guaranteed canal bonds.....	100,000
Total.....	$2,386,823

La Crosse and Milwaukee Railroad.

A meeting of the assenting bondholders to the scheme proposed for the re-organization of this company was held in this city on the 2d inst., and a committee appointed to act for the bondholders. The time for assent has been extended to the 21st inst. There appears to be considerable opposition to the plan, for the reasons stated in the following paragraph from the Chicago *Journal:*

"The scheme for uniting the holders of the various issues of La Crosse and Milwaukee Railroad bonds meets with opposition from a portion of the owners of the high number Land Grant bonds, who consider their interests needlessly sacrificed in the details of the plan. An organization has been formed for taking an appeal against the rendering of Judge Miller in the case, if the decision should prove as foreshadowed by the Judge's opinion given out last spring. This organization is strong in amount and in the position of the parties forming it, and they consider there is good ground for obtaining a reversal of the decision in the higher court."

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending Sept. 14, were $53,424 74
Corresponding week, 1860 ..... 66,943 85

Decrease in 1861..... $13,519 09
Total traffic from July 1st, 1861..... $624,176 92
Corresponding period previous year. 642,568 42

Decrease..... $18,391 50

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in Sept., 1861, were $24,639 99
Do. 1860 ..... 26,931 91

Decrease in 1861..... $2,291 92
Total since 1st September, 1861..... $98,782 89
Do. 1860 ..... 75,811 20

Increase..... $22,971 69
Total since 1st January, 1861..... $733,828 27
Do., 1860..... 673,078 32

Increase..... $60,749 95

The earnings of the Cleveland and Toledo Railroad the third week in Sept., 1861, were.. $20,846
Second week in Sept., 1860..... 19,387

Increase $859

The earnings of the Chicago and Rock Island road, the 3d week in Sept., '61, were..... $42,862
Do. 1860 29,297

Increase..... $13,565
Three weeks in September, 1861..... $108,195
Do. do. 1860..... 100,166

Increase..... $8,029

The earnings of the Toledo and Wabash Railroad the 3d week in Sept., 1861, were. $31,821 11
Do. 1860..... 23,019 33

Increase $8,801 78

The earnings of the Michigan Central Railroad, the 3d week of Sept., 1861, were..... $54,825 75
Do. 1860..... 60,876 06

Decrease..... $6,050 31

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week in September, 1861, were..... $36,357 06
Do. 1860 ..... 32,610 50

Increase..... $3,746 56

The following are the earnings of the Great Western Railway of Canada for the week ending September 20, 1861:

Passengers	$20,991 28
Freight and live stock	18,135 80
Mails and sundries	1,368 45
Total	$40,495 54
Corresponding week of last year	86,257 45
Decrease	$45,762 91

Railroad Arrangements.

It is understood that through the agency of the Assistant Secretary of War, Colonel Thomas A. Scott, arrangements have been made for a continuous connection of trains between Washington, Philadelphia and New York. The express trains, leaving New York at 7 A. M., and 6 P. M., and those leaving Washington at 6 A.M., and 2½ P. M., will go through without breaking connection, extraordinary emergencies alone excepted; and cars will run between here and Washington on these trains, without change at Havre de Grace or Baltimore. The stipulations for this have been signed by William P. Smith of the Baltimore and Ohio Railroad; S. M. Felton, of the Philadelphia, Wilmington and Baltimore Railroad; and William H. Gatzmer, of the Camden and Amboy Railroad. Provision has also been made for ticketing and checking passengers and baggage through. The details of these arragements will be looked after by R. F. Morley and Thomas H. Canfield, the Government managers of the military roads.

Heavy Freight Business.

The pressure of freight to the seaboard is so enormous at present that the Erie and Central companies are compelled to refuse large quantities at even advanced rates.

The Pennsylvania Central Railroad notifies its Western connections that it does not desire any more western freight for New York, Boston, or Baltimore, until further notice. The local business of the line, with what it gets from the Pittsburg, Fort Wayne and Chicago Railroad, and Government transportation, exhausts all its facilities.

The Detroit *Advertiser* of 30th ult. says: "The Michigan Central Railroad freight business the past week has been heavier than ever before known. It even surpasses that done in the busy years of 1855 and 1856. The freights arriving at the depot in this city are so large that all the propellers in commission are unequal to the work of carrying them away, working to their utmost capacity.

The Michigan Southern Railroad is bringing in large quantities of live stock. On Saturday one way bill contained five hundred head of beef cattle."

Galena and Chicago Railroad.

The managers of this company have issued the annexed circular to the first mortgage bondholders:

OFFICE OF THE GALENA AND CHICAGO UNION R. R. Co., CHICAGO, Sept. 20, 1861.

Notice to the holders of first mortgage bonds due February 1, 1862—The holders of $262,000 of the bonds of this company (Nos. 1 to 262, on blue paper), which were issued for the construction of the "Third Division" of the road, and become due on the 1st day of February next, are hereby notified that the company are prepared to extend said bonds to 20 years to February 1, 1882, at par, by attaching new sheets of interest warrants, and taking a receipt from the holder.

Applications are to be made prior to the 15th December next, with the bonds at the office of Messrs. Carpenter & Vermilye, No. 44 Wall street, New York, where all necessary information on the subject can be obtained.

Holders who do not avail themselves of this privilege, will be paid at the maturity of the bonds.

An ample sinking fund has been provided for the redemption of the whole issue, covered by the 1st mortgage, by the 1st of February, 1882.

Holders of any or all of the remaining issue of the 1st mortgage bonds can have the same extended in the same manner, on applying, with the bonds, at the same place, until further notice.

W. M. LARRABEE, Secretary.

New York, Providence and Boston R. R.

At the meeting of the stockholders of this company, held in Providence, on the 24th ult., the following gentlemen were elected Directors for the ensuing year: James I. Day, Thomas Tileston, M. Morgan, H. F. Carey, S. D. Babcock, Samuel Sloan, H. Blydenburg, Daniel Drew and A. F. Dixon, and at a meeting of the Directors, held the 27th, JAMES I. DAY was re-elected President.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	719,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,126,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1rt Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	92
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	38
2d Mortgage	2,000,000	7	------	15½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	73½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and Wn:				
1st Mortgage	900,000	---	1871	90
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98½
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†		----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	98
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103½
2d Mortgage	2,000,000	7	1860	95½
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1867	71
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	92½
Construction	4,115,000	6	1875	92½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,509,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12
2d Land Grant (Western Div.)	353,600	†	------	12
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	93¾
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	93¾
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	82
Northern Indiana	985,000	†7	1861	81½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	76
2d Mortgage	2,850,000	†	1877	53¼
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	82½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100½
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5⅝	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	88
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	102¼
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	85
4th Mortgage (convertible)	3,729,000	7	1880	70
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	94
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45¼
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	87
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Conpon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	91½
Mortgage (S. F.)	2,672,300	6	1880	83
Mortgage	3,103,600	6	1870	84
Mortgage (convertible)	3,586,500	6	1886	71
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1864	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connelisville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	496,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,950	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[illegible]	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Hante, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	60
2d Mortgage (convertible)	2,000,000	7†	'68–'70	18
1st Mortgage (Bel. and Ill.)	617,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Hante and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	64½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	27
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17¼
2d Mortgage Coupon	1,135,000	7	1867	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£599,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	442,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

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RUNNING ENGINES THROUGH CITIES AND VILLAGES: EXTRA CARE DEMANDED OF THE COMPANY: RIGHTS OF PROPERTY OWNERS ADJOINING THE TRACK.

The case of Fero *vs.* the Buffalo and State Line Rail-oad Company was recently decided by the Court of Appeals of the State of New York. The determination of the court was based upon the following facts elicited at the trial of the cause before a jury.

The plaintiff was the owner and in the occupation of a hotel at Dunkirk, fronting upon the defendant's track, about thirty feet distant therefrom. An addition to the hotel was in the course of erection, and in the hands of the carpenters and masons at the time of the accident. On that day a freight train arrived at its usual time, and as it had arrived for several months before. It stopped upon the track opposite to the plaintiff's house, towards which the wind was blowing, and sparks from the smoke-pipe or cinders from the ash pan of the locomotive were driven by the wind through the open door of a room in the unfurnished building, which was then temporarily used as a shop by the joiners employed in the building. The shavings upon the floor were ignited, and the building consumed. There was evidence that a mason employed in plastering some other part of the building passed through this room shortly before the accident; saw that the door was open, and that the sparks were blowing towards it, but went about his business without closing the door. The smoke pipe, ash pan, etc., of defendant's locomotive were of the most approved construction then in use, with respect to precautions against the escape of fire and sparks.

The jury found a verdict for the plaintiff, and the defendant then appealed, alleging that the judge erred in his charge. The following is, in substance, the opinion of the court, affirming the judgment below, and maintaining that railroad companies are required to exercise a higher degree of care in running their locomotives, or trains, through populous districts than in the open country; and that in this case the question whether the plaintiff was chargeable with concurrent negligence so as to prevent his recovery of damages was properly left, as a fact to be determined by the jury.

Bacon, J.—The two questions which are presented by this case, pertain, firstly, to the degree of negligence imputed to and chargeable upon the defendants: and, secondly, whether there was negligence on the part of the plaintiff, which concurred in producing the result. The jury have found upon both points submitted to them in favor of the plaintiff, and the inquiry now is whether there was any error of law in the manner in which these questions were left to the jury.

The substantial facts of the case without entering much into the detail showed very clearly that the fire by which the premises of the plaintiff were consumed, was communicated by sparks from the defendants' locomotive, standing still upon the side track of the defendants, at a point nearly opposite the house of the plaintiff, and distant only about thirty feet from it, and with a strong wind blowing directly from the engine toward the house. During the time the engine thus stood upon the track, coals and sparks were emitted in large quantities, and were driven by the wind in the direction of the house, and no watch appears to have been kept over them, nor in fact any attention whatever on the part of any one in the defendants' employment paid to the matter. The nearness of the plaintiff's property to the engine, the constant emission of combustible matter, and the direction and force of the wind, were all circumstances calculated to admonish those having charge of the locomotive, of the imminent danger of remaining in that position without exercising a prudent circumspection of the surroundings.

On the subject of the care, which, under the circumstances, the defendants were called upon to exercise, the judge instructed the jury that less care is required of a railroad company while running their trains in the county where there is no property near their track exposed to fire, than in a village (as was the case in this instance) where buildings constructed of wood are situated so near to their road as to be exposed to fire from the locomotive, and at a time when the wind is blowing in a direction from the engine toward the buildings. Under such circumstances they are bound to use the utmost care; and if for the want of such care, fire is communicated to such buildings, and they are consumed, the defendants are liable for the damages sustained thereby, unless the negligence of the owners of the buildings in guarding and protecting their property concurred in producing the result. To this charge the defendants' counsel excepted, and asked the court to charge that if the engine was in good order, and of proper construction, and used with ordinary care, the plaintiff could not recover. This instruction was refused by the judge, and the defendants' counsel excepted.

Taken as a whole, I think this charge, and refusal to charge as requested, were right. Some of the English cases have gone the length of holding that the very fact that buildings in proximity to a railroad have been fired by sparks from a locomotive, is sufficient to warrant a jury in inferring and presuming negligence without further proof. But I think we have not carried the rule in this country to that extent, and certainly not in this State. The reason given is that the use of fire to create the motive power of a railroad engine is not only lawful but necessary, and sparks may escape notwithstanding the safeguards which science and skill have employed to limit their range. There must be, therefore, some proof of negligence to create a liability arising from the exercise of a conceded right in an improper or unreasonable manner. It is quite obvious too, that what under certain circumstances would not be even *prima facie* proof of want of care, would, under a different state of facts, be the highest evidence of negligence; and I think the discrimination made by the judge in this case is one founded in good sense and obvious justice; although not sustained by any direct authority, the principle on which it proceeds may be gathered from several cases decided in this court.

The case of Rood *vs.* New York and Erie Railroad Company brings into view the rule upon which a railroad company may be exempted from liability for a casualty similar to the one in this case. There the woods of the plaintiff were claimed to have been fired by sparks from the defendants' locomotive. The train was running at the usual rate of speed in the open country, and it was shown that the engine was of the most approved construction; the spark arresters of the best pattern; and that a suitable police had been provided upon the road for the purpose of following trains and looking after fires. These circumstances were held sufficient to discharge the defendants from liability for the damages which were supposed to have been occasioned by flying sparks from the engine. But a much higher degree of care, both in respect to the rate of speed and the watchfulness to prevent casualties, should manifestly be required when trains are passing through, or remaining stationary in the streets of a city, or densely populated village: and I think it is not stretching the rule unduly in such a case to say that, under such circumstances, the railroad company is bound to use the utmost care to guard against the dangers which obviously attend such a condition. The substance of the charge, without criticising its terms with too great nicety, is that the care must be proportioned to the danger of accidents, and that where there is great danger, there must be a corresponding degree of care. * * * * *

The remaining portion of the charge is, in my judgment, wholly unexceptionable. It presented the legal principle which prevails in such cases clearly to the jury, and in a manner entirely favorable to the defendant, and left as it should, the question of fact to them, upon the evidence. It surely was not the duty of the court to rule, as matter of law, that there was actual negligence on the part of the plaintiff, to such a degree as to bar his recovery. It is difficult to maintain the proposition that one can be guilty of negligence while in the lawful use of his own property upon his own premises. The principle contended for by the defendants' counsel, if carried to its logical conclusions, would forbid the erection of any buildings whatever upon premises in such proximity to a railroad track as would expose them to the possibility of danger from that quarter, the rights of persons to the use and enjoyment of their property are held by no such tenure as this. On the contrary, where one in the lawful use of his own property exposes it to accidental injury from the acts of others, he does not thereby lose his remedy for an injury occasioned by the culpable negligence of such other parties. * * *

Upon the whole, I think the case was fairly submitted to the jury, under proper instructions in regard to the principles of law presented by the evidence, and that the verdict should not be disturbed. Judgment affirmed.

The Pittsburg Bond Question.

We understand that two propositions have passed between the Philadelphia Bondholders' Committee, now in Pittsburg, and the Comptroller and the gentlemen acting with him for Alleghany County. The first came from the former, and was to remit all claims for interest up to January next, and take new bonds for the full amount bearing five per cent. interest. This was rejected, and the Western Committee then submitted a proposition to issue new bonds for the whole amount at fifty cents on the dollar. No answer has yet been given by the Philadelphians, but the action had will not, in any case, be final, as the basis of settlement must be submitted to the bondholders and tax-payers for ratification before any new bonds are issued.

Observations on the Niagara Bridge.*

By PETER W. BARLOW, Esq., C. E., F. R. S., F. G. S., &c., &c.

As remarked by Mr. Rœbling in his very able report to the President and Directors of the Bridge Company in 1855, "one single observation of the passage of a train will convince the most sceptical that the practicability of suspended railway bridges, so much doubted heretofere, has been successfully demonstrated."

On my first arrival there several trains passed over. I placed my eye on a level with the platform, standing off the bridge, but neither wave nor vibration were perceptible to the naked eye. I then stood on the road platform of the bridge, and found no more vibration or undulation (although the road, from the wear of the rails, is out of condition) than is felt in an ordinary suspension bridge from a horse walking over.

If the advocates or admirers of girders or tubes imagine that their mode of construction is free from vibration, they are presuming on a fact of which they will discover the error by standing on a tube or girder while a train passes over it. A train passing even on solid ground over a bad road will cause a sensible vibration in a house at 50 or even 100 yards from a railway.

The idea of a structure free from vibration is therefore imaginary, and inconsistant with the constitution of matter. The question for the practical man alone is the avoidance of such a degree of momentum by vibration or undulation as will produce a strain beyond the limit of the elasticity of the material.

This simple and evident proposition has been generally disregarded by the constructors of suspension bridges, as the platforms have been made, as before observed, without any regard to vertical stiffening; the result of which, in a gale of wind, is a degree of undulation by which strains are produced (judging from the depth of the reported undulations in some cases) equal to five or six times that due to the simple weight of the bridge. No kind of structure is proof against such treatment; and it is more a matter of surprise that they should last so long, than that they should frequently fail.

On my second visit to the Niagara Bridge, I observed the deflection, by means of a level, from the passage of an ordinary passenger train, to be .41 of a foot, which of course includes the amount of wave plus the deflection from the elongation of the cable. The train, which consisted of two American cars, 50 feet long, besides the van and locomotive, I estimated to weigh 80 tons, and the deflection from the actual elongation of the cable to be .182 of a foot. It is clear, therefore, that the amount of wave, or distortion of the cable from its original figure, does not amount to three inches in a length of 821 feet; a change of figure which, occurring gradually during the progress of a train, does not approach an amount of disturbance sufficient to produce momentum. And it is evident to me that no suspension bridge has failed from any undulation produced by a passing load, but either from actual insufficiency of section of metal in the cables, or from undulation produced by the action of a hurricane.

The papers published in Vol. III of the "Transactions of the Institute of Civil Engineers," by General Pasley, R. E., on the Montrose Bridge after a hurricane in October, 1838, and by John Provis, Esq., C. E., on the injury to the Menai Bridge in 1839, give valuable information on the effect of wind on suspension bridges.

Mr. Provis and General Pasley both agree in the opinion that the injurious action principally arises from the undulation of the platform, and not from the vibration or oscillation of the chains; and the remedy applied by Mr. Provis was an increase given in the longitudinal stiffness of the platform, which, although not to such extent as my calculations would deem necessary, has been found sufficient to cure the evil, as no further damage has occurred since 1839.

Mr. Provis states in his report that the amount of wave of a previous gale of wind in 1836 was observed by the bridge-keeper to be 16 feet, and there is no doubt the wave of the gale of 1839, which caused the principal damage (which was most severe in the night) was much greater. It therefore might reasonably have been expected that the cables which sustained the succession of blows arising from the momentum of a platform (the total weight of which was 400 tons) falling 16 feet would have sustained injury, and these not being injured, is a proof that this bridge, with a properly constructed metal girder and platform, could be used safely for railway traffic, as the heaviest train on a good road would create less momentum than that produced by the undulation described.

In the Niagara Bridge the injurious action of the wind is amply guarded against. The undulatory action on the platform at the highest calculation will not exceed the weight of a heavy goods train, and as the timber trussing (which is 18 feet deep) is proved to have such girder resistance, that a train will not produce a wave exceeding 3 or 4 inches, there is no fear of an injury from the effect of a hurricane, but to be doubly sure, Mr. Rœbling has added 56 wire-rope stays, attached to the lower floor, which are firmly anchored to the solid rock.

These rope stays have been treated in the arguments used against the success of the Niagara Bridge, as forming part of the structure, and as adding to the rigidity; but this is clearly not the case, at all events in the hot season, because the platform of the bridge is lowered about two feet by the expansion, and as the stays will be at the same time lengthened, they will be so loosened as to be inoperative at the period when the greatest traffic occurs. The experiment made by me was in the commencement of August, when the temperature was unusually high even for America, and when they could by no possibility have had any influence on the rigidity.

It is also frequently argued as a proof of the instability of the Niagara Bridge, that its weakness is tacitly acknowleged by the regulations of the engineer, which limit the speed of trains to five miles an hour.

It has been a debated question whether greater deflection in a girder arises from increased speed, and this subject was particularly investigated by the commissioners appointed, in 1849, to inquire into the application of iron to railway structures, and some experiments were made by me at their desire, on the Godstone Bridge of the South-Eastern Railway, of which I was at that time the resident engineer. A scaffold was erected which rested on the road, and was, therefore, unaffected by the motion of the bridge, and a pencil was fixed to the underside of one of the girders of the bridge, so that when the latter was effected by the weight of the engine or train, either placed at rest or passing over it, the pencil traced the extent of the deflection on a drawing board attached to the scaffold. The commissioners report "that the deflection was slightly but decidedly increased when the engine was made to pass over the bridge, and at a velocity of abont 50 miles per hour an increase of one-seventh was observed. As it is known that the strain upon a girder is nearly proportional to the deflection, it must be inferred that in this case the velocity of the load enabled it to exercise the same pressure as if it bad been increased by one-seventh, and placed at rest upon the centre of the bridge."

Assuming such result to arise from increased speed, there is no reason for not running at 50 miles an hour over the Niagara Bridge, as the heaviest train that can be placed on it does not produce, with the weight of the bridge, a strain equal to $\frac{1}{3}$-th per cent. of the ultimate strength of the cables.

Being of course present at these experiments, and having recorded some of the observations referred to, I formed the opinion, which was concurred with at the time by other engineers, that the increased deflection principally arose from imperfection of the joints, the engine falling through a certain space at each bad joint, and thus producing a blow.

And I have little doubt, if the stability of the structure was the only question, that, if a good fished permanent way was laid over the Niagara Bridge, no more vibration and deflection would be produced at a speed of 50 miles per hour, than now occurs on the present road, which, although perfectly safe, is much worn by the heavy traffic.

But the speed which may be safely adoped in passing a bridge is not a simple question depending alone on the rigidity and strength of the structure. A train may run off the road at a high speed, either from the state of the permanent way or the fracture of an axle or any part of the rolling stock, and every description of girder in such a case would fail. No person who has witnessed a railway accident, and the effect of a collision, will doubt that, under such circumstances, the sides of a tube or lattice girder (on which the stability, as well as on the top and bottom, depend) would be carried away.

And here it may be remarked that a misunderstanding frequently exists as to the momentum of a train in relation to the speed. The mechanical definition of momentum is weight multiplied into velocity, from which it may be supposed that a train at double speed would exert only double the force on any object it came in contact with; but this is not so. It would require four times the amount of brake power, and would tear away four times the extent of the sides of a lattice or tube girder, to bring it to a state of rest, and therefore the danger from such an accident increases in a rapid ratio in relation to the speed.

As a general rule, such an accident on a suspension bridge would be less fatal, because it is dependent on the sides of the girder for stiffness only, and not for its actual strength. It appears to me, however, that no bridge, whatever its construction, is safe if a train leaves the road at 50 miles an hour, and that in a bridge situated as at Niagara over a chasm 240 feet deep, it is a wise precaution to travel slowly, particularly as little can be gained by increased speed, there being a station immediately on each side of the river, at which every train stops.

In concluding my remarks on the reason of the engineer for adopting an unusually slow speed on the Niagara Bridge, and how far it is to be considered as an acknowledgment on his part of deficiency of strength in the structure, it should be mentioned that it is the customary practice in the United States (inconsistent as it may appear to their supposed disregard of life) not to permit even a single horse to go beyond a walking pace over their road bridges, whatever may be their construction, and a penalty of five dollars is rigidly enforced for any disregard of the rule. I passed over girder, arched, as well as suspension bridges, and found no exception in the rule; and a notice-board is generally put up, as at Niagara, to warn the drivers of the penalty.

Such being the custom of the country, it is imperative on Mr. Rœbling to adopt it in a bridge situated as at Niagara; but it cannot be supposed (as between forty and fifty engines cross the bridge every day, and a train of 350 tons with two engines has passed over) that the engineer is afraid to trot a horse over it, and adopts this rule from a fear of the safety of his bridge. And it is, no doubt, under similar circumstances that he adopts the slow speed over his rails as well as over his road.

It appears, therefore, that any impression as to the insecurity of the Niagara Bridge, induced from the caution used by Mr. Rœbling in a railway bridge of such extent and in such a situation, is a very unfair one, as the same rules would have been adopted by every American engineer if the bridge had been of half the extent, with no difficulty or novelty in the construction.

(To be continued.)

* And on the practicability of connecting Liverpool and Birkenhead, and New York and Brooklyn, by wire suspension bridges of one span; also, remarks on street railways and the application of the suspension principle to correct the inconveniences of the London street traffic; and a suggestion for a viaduct across the Holborn valley, and across the Mersey at Runcorn.

Interest and Dividends.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of three dollars per share, payable October 1. New York stockholders will receive their money at the Union Bank.

The interest on the bonds of the Brooklyn Central and Jamaica Railroad Co. due Oct. 1, will be paid at the office of the company, 2 Atlantic St., Brooklyn, on and after that day.

The interest due on the mortgage bonds of the New York and New Haven Railroad Company Oct. 1, 1861, will be paid on presentation of the coupons at the office of the company, cor. of 4th Av. and 27th St., or at the Bank of the Republic.

The Philadelphia, Wilmington and Baltimore Railroad Company, have declared a dividend of 3½ per cent. ($1 75 per share).

The Gold Fields of Nova Scotia.

Hon. Jos. Howe, Financial Secretary of Nova Scotia, has presented a report to the Earl of Mulgrave, Lieutenant Governor of the colony, on the above subject, which has already attracted considerable attention in the United States. We reproduce the main points of the paper. The Secretary says:—The existence of auriferous deposits in Nova Scotia was unsuspected till 1860. In March, this year, a man, stooping to drink at a brook, found a piece of gold shining among the pebbles over which the stream flowed. He picked it up, and searching, found more. This was about half a mile to the river, a stream of no great magnitude, taking its rise not very far from the sources of the Musquodoboit, flowing through a chain of lakes which drain, for many miles on either side, rugged and wilderness country, and falling into the Atlantic about forty miles to the eastward of Halifax. Your Excellency visited the mines in May, and your attention was arrested by the fact that two men from one of the agricultural districts had taken from a pit, dug four feet wide by five feet deep, seventy-five dollars worth of gold, three days prior to your visit. As six dollars would have paid the men for their labor, it was apparent they had made a profit of sixty-nine dollars in three days. This profit was not derived from the chance discovery of a nugget, but from crushing the quartz, veins of which, there was reason to believe, ran for miles along the sea coast, or from washing the crumbling rock and soil by which they were surrounded. The Tangier mines have been visited during the summer by your Excellency, by Rear Admiral Milne, by Prince Napoleon and the Princess Clotilde. They were visited last week by the Hon. Mr. Tilley, Provincial Secretary of New Brunswick. The lowest depth yet reached is forty-five feet, and the largest nugget found is valued at $300. The gold is got in quartz veins, running through slate or earth, resting upon granite, in the form of scales, jagged and torn bits, like shot or bullets fired against a wall. It is sometimes globular, but seldom completely round. The veins run east and west. It is found in the soil immediately around the veins, but placer washing has not been very profitable at Tangier, or perhaps has not been attempted on a scale sufficiently extensive to command a fair return. The quartz veins run in all directions through the promontory, and are visible to the naked eye without labor. These and the circumjacent soil were discovered to be auriferous in June, and a great number of persons rushed in and began to stake off claims. Though single lots were taken up by a good many, it was evident that the experience gathered at Tangier had taught the value of combination. Companies were formed, and larger acres applied for. The shore washings have proved very rich. Mr. Campbell having associated himself with Wm. Cunard Esq. and Mr. R. G. Fraser, proceeded to work the four shore claims, which formed the frontage of some seventy upland lots taken by this company in the rear. Though no accurate return has been given by these gentlemen, there is every reason to believe that a very large sum has been taken from these shore claims within a month, and the rights of those three gentlemen have since been sold to a larger company for £1,200, they retaining all that had been obtained up to the day of sale. At Tangier, Lunenburg, Lawrencetown, and Lake Thomas, the facts collected are indisputable; and the interest taken in those mines by capitalists at home and abroad, and by a very large number of the industrious classes, warrant your Excellency in assuming, and so reporting to the Secretary of State, that gold mining in those localities, whatever may occur elsewhere, will be permanently established as a new branch of industry, tempting to the capitalist and attractive to the immigrant.—*Montreal Gazette.*

Trade of Lower Canada.

The trade returns for the first half of the present year show the following results:

IMPORTS.

	Value.	Duty.
1860	$14,349,839	$2,124,368
1861	18,645,270	2,505,570
Increase in 1861	$3,295,431	$381,202

EXPORTS.

	Value.
1860	$11,826,015
1861	13,000,000
Increase in 1861	$1,173,985

The details of the imports for the first seven months of the year are also known. The following are the figures, showing the duties paid on the six principal articles of import, comparing 1860 with 1861:—

	1860.	1861.
Cottons	$636,834	$714,792
Woollens	283,574	377.819
Sugars	205,791	201,480
Hardware	135,774	145,048
Tea	82,213	155.745
Silks and velvets	96,709	114,474

In all these there is a noticeable increase. The imports of free goods have also swelled from £4,000,000 in the seven months of 1860 to £8,000,000 in those of 1861.

New York Central Railroad.

This Company have already become consumers of coal to a considerable amount annually, and are now altering locomotives to burn this fuel. They have purchased coal from Pennsylvania, brought by the way of Erie so far, but this costs rather more than the company are disposed to pay.

At a late meeting of the Directors a proposition was made by parties interested in the coal fields of Potter County, Pa., with a view of having the company get their supplies from that quarter at the head of navigation of the Genesee Valley Canal and the Allegheny river. Messrs. Gould and Underwood were appointed a Committee of the Board to go to the coal fields and make an examination. They did so and made a report to the Board. We have not seen the report, but understand that the Committee found coal was abundant, and that it might be brought to the slack water navigation of the Alleghany, by a railroad some 22 miles in length, yet to be constructed. Of the practicability of constructing such a railroad there is no question—the route being an easy one. As to the quality of the coal for locomotives, that remains to be tested.

The Genesee Valley Extension from Olean to Millgrove Pond has been completed, so that canal boats from this city can reach by slack water on the Alleghany the highest point requisite to take coal. The construction of the railway for 22 miles alone remains to be done to ensure production of a large quantity of coal at this point at reasonable rates. What the Central Company intend to do in case the coal proves to be such as they require, we are not advised, but we suspect that they will assist in the construction of the proposed railway, and receive coal in return for the aid they may render.—*Rochester Union.*

Western Maryland Railroad.

Messrs. Irwin & Taylor, operators of this road, have recently procured a first class passenger engine and placed it upon the road. They are also prosecuting the work to the west of Westminster, in the direction of New Windsor, and that flourishing and fertile section of country will soon be united to Baltimore with iron bands. We believe this is the only railroad, with probably one exception, that is now in course of construction in the United States, the exception being the Sunbury and Erie Railroad in Northwestern Pennsylvania.—*Baltimore American.*

☞ The Canada *Gazette* contains a notice that application will be made at the next session of the Provincial Parliament for a charter to construct a railroad from some point on the Grand Trunk Railway, between Lennoxville and Compton Centre, to the "Benson Place," in Stanstead, and thence to the province line. To the notice are appended the signatures of Messrs. A. O. Kellum, J. S. Sanborn, B. Pomroy, Morrill, and other gentlemen.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "American Railroad Journal,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED.

THE RENSSELAER
Polytechnic Institute,
TROY, N. Y.

THE thirty-eighth Annual Session of this School for thorough instruction in the Natural Sciences and Civil Engineering, will begin September 18th, 1861.

A department for instruction in Military Science and Art has been instituted.

Inquiries may be addressed to Prof. Chas. Drowne, Director of Rens. Pol. Institute, Troy, N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

Stephen Morris, Hy G. Morris, Chas. Wheeler, Thos. T. Tasker, Jr., Stephen P. M. Tasker.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 12, 1861.

Toledo and Wabash Railroad.

At the annual meeting of the stockholders of this company, held at Toledo on the 2d inst., the following gentlemen were unanimously elected directors for the ensuing year: Azariah Boody, Joseph B. Varnum, New York; James Spears, Lafayette; Geo. D. Morgan, Isaac H. Knox, New York; Robert Brackinridge, Fort Wayne; Francis W. Tracy, Buffalo; Hector Morrison, Henry A. Kent, New York; George Cecil, Logansport; William Baket, Toledo; James T. Souter, John G. Richardson, New York; Warren Colburn, Toledo; William Kent, Williamsport.

The new board convened immediately after the election and elected the following as officers of the Company: Azariah Boody, President; Warren Colburn, Vice President and General Superintendent; John N. Drummond, Secretary and Treasurer; Charles H. Pierce, Transfer Agent, New York. The reports and exhibits presented at the meeting disclosing the present financial position of the Company were regarded by all present as being highly encouraging, and as affording flattering and substantial evidences of future success and prosperity. The revenues of the road for the past fiscal year, were about $990,000, presenting a favorable increase of $140,900 over those of the preceding year, and are largely in excess of any single year's earnings in the history of the road. Among the more prominent commodities of the transportation of the road is that of grain, flour and cattle, which affords a large and permanent source of daily income. Exclusive of the grain handled between intermediate stations, upon the road during the year, there have been brought to Toledo over 5,000,000 bushels, and the amount of grain, now offering for transport along the line of the route is fully equal if not beyond the capacity of the Company to provide for.

Cleveland and Toledo Railroad.

The present company was formed by a consolidation, on the 1st of Sept., 1853, of the Junction, and the Toledo, Norwalk and Cleveland Railroad Companies; the line of the former extending from Grafton, on the Cleveland, Columbus and Cincinnati Railroad, to Toledo, a distance of 87¼ miles; and that of the latter from Cleveland to Toledo, a distance of 107¾ miles. The portions of this line from Sandusky, west, 38 miles long; and from Berea, east, 12 miles, have been discontinued, so that the company are now operating only 145 miles of road. The Cleveland, Columbus and Cincinnati Railroad is used for both divisions into Cleveland, for which $66,000 is annually paid. Berea is 12 miles, and Grafton 25 miles west from Cleveland.

This road was formerly esteemed as one of the most valuable in the country. It is a connecting line of first rate importance, and its earnings have always been large. The total for 8 years have been $6,777,416. The current expenses in the same time have been $3,249,075; net earnings, exclusive of interest, $3,528,941; with interest and all charges $1,356,015. The amount of dividends paid have been $916,969, leaving a balance of $439,036. For the first year (9 months) 5 per cent. was paid; for the second, 10 per cent.; for the third and fourth, 8 per cent., then came the disastrous reverse of 1857–8, which was followed by a great reduction in earnings, the falling off from 1857 to 1859 being $257,755. It is worthy of note, however, that while the falling off in the earnings of other leading railroads in the West, from 1857 to 1859, was equal to 50 per cent., those of the Cleveland and Toledo fell off less than 25 per cent. This road, consequently, did not suffer one half so much from the reverses of the period named as those of Michigan, Illinois, and Wisconsin, for the reason that more than one half of its receipts have been from passengers, who pay as high rates now as they did in 1857, while charges in freight have been greatly reduced. The net earnings for the past four years have been applied to the payment of the floating liabilities of the company. The net earnings the past year were $128,634, equal to 4 per cent. on its share capital. The road has been maintained with great economy—the current expenditures averaging, for the 8 years, only 48 per cent. of the gross earnings. The rate has been uniform, showing that an increase in gross may be expected to be followed by a similar increase in net earnings.

The following is a statement of the cost, gross and net earnings of the road, and dividends paid by the company since its formation.

	'54.	'55.	'56.	'57.	'58.	'59.	'60.	'61.	
Cost of road.	5,264,559	6,395,609	7,019,333	7,309,830	7,105,287	7,187,251	7,236,040	7,180,378	
Length of road.	147	195	195	195	195	145	145	145	
Gross earnings.	497,570	780,920	961,471	1,055,606	930,252	793,155	833,271	919,971	6,777,416
Do. expenses.	219,089	375,046	465,009	516,019	496,462	383,699	367,736	426,015	3,249,075
Net earnings.	278,481	405,774	496,462	539,887	433,790	414,456	465,535	493,956	3,528,941
Earnings, deduc. interest.	211,002	286,590	344,165	217,598	53,326	38,692	76,109	128,634	1,356,005
Amount of dividends.	132,679	276,018	241,175	267,097	nil.	nil.	nil.	nil.	916,969
Rate, per cent.	5	10	8	8	nil.	nil.	nil.	nil.	

Comparative Statement of Prices at the Stock Exchange.

We give below a comparative statement of the prices on the 5th of October each year, for four years, of the securities most largely dealt in at the Stock Exchange. It shows extraordinary fluctuations, and a range of present prices far below those for 1860. The fall in Border State stocks has been the result of the rebellion. The value of those of the Seceding States is purely problematical, as the government of the United States could hardly compel the refractory States to meet their engagements, should they be reduced to submission. All of them must be greatly reduced by the war. With regard to our railroads, they are probably more valuable, and have a better prospect before them than they had in 1860. Their shares are much lower than they were in April last.

RAILROAD SHARES.

	Oct. 5, 1861.	Oct. 5, 1860.	Oct. 5, 1859.	Oct. 5, 1858.
New York Central	75⅛	89¼	79½	81⅛
New York and Erie	28⅛	38⅛	4⅛	15⅛
Hudson River	34⅛	64	34⅛	27
Harlem, Common	10⅛	22	9⅛	10½
" Preferred	25	50	35½	23
Reading	35	46½	42½	48
Michigan Central	43⅛	68⅛	42½	53½
" South.,Comm'n	14⅛	22⅛	5½	23½
" " Guarant.	32⅛	48½	20⅛	44
Panama	117½	125	117	117⅛
Illinois Central	66	84⅛	66	79
Cleveland and Pittsburg	12½	14	9⅛	7⅛
Clev., Col. & Cincinnati	96½	96⅛	93½	90
Galena and Chicago	70⅛	74⅛	72	84½
Cleveland and Toledo	32⅛	45⅛	20½	31
Chicago and Rock Island	47⅛	72	65⅛	65½
Chic., Burl. and Quincy	62⅛	90	57	53
Milw. & Prairie du Chien	18	13	5½	16⅛
Milwaukee and Lacrosse	—	1½	⅛	4
Pennsylvania Coal	76	89¼	82	76
Pacific Mail	91	85	76	105½
Delaware and Hudson	83½	90	94	98

STATE STOCKS.

New York 6s, 1875	99⅛	111	110	
Ohio 6s, 1886	90½	114	106	106
Kentucky 6s, 1871	76	102½	103½	104⅛
Ills. Intern. Imp. 6s, 1847	81	106½	103	103
Indiana 5s	78	92¾	84	90
Michigan 6s, 1878	82	103	98½	103
Tennessee 6s, long loan	42½	90½	87½	91
Virginia 6s	45⅛	91½	94	93½
Georgia 6s	69	102	102	100
North Carolina 6s	59	98	96½	95
Missouri 6s	42⅛	78	83⅛	85½
Louisiana 6s	56	98	93	92
California 7s	82	93½	82	85½

Lehigh Coal and Navigation Company.

This company was organized May 1, 1861, being a consolidation of the Lehigh Coal Company and the Lehigh Navigation Company. As early as 1793, a company was incorporated for the purpose of working the Lehigh Coal Fields. Purchases of land were made, and £10 appropriated to open the necessary outlet to the Lehigh river and to a market. The cost of transportation was so great that the objects of the company were for the time abandoned, and the property was leased to other parties. In 1818, the lessees formed a new company with a capital of $55,000 for the improvement of the navigation of the Lehigh river, so as to allow the passage of boats laden with coal. The amount sent to market that year, which may be regarded as the commencement of the anthracite coal trade, was 365 tons. The coal was floated down in rude boats or arks, which were broken up on reaching Philadelphia. In 1823, the stock of the company was increased to $500,000, and the river rendered navigable 16 miles above Mauch Chunk. This improvement was mainly for the purpose of reaching valuable forests of pine. In 1827, the Mauch Chunk (Gravity) railroad, the second railroad in the United States, was opened. The same year, the State having determined upon the construction of the Delaware division of the Pennsylvania Canal, the company determined to commence the construction of slack water navigation, which was completed in 1829, with an available depth of 5 feet. In 1831, the Gravity road to the Room Run mines, and in 1835, the extension of the works of the company to the Beaver Meadow region was commenced, and completed in 1838. The Lehigh and Susquehannah railroad was commenced in 1837, and completed in 1840. Up to 1841, the company was prosperous, paying dividends annually. In that year its works were greatly injured by freshets. The cost of repairing them, and of enlarging the canal to a depth of six feet, involved the company in embarrassments, which resulted, in 1842, in placing the property in trust for the benefit of the creditors. The mortgage provided that no dividends should be paid so long as the principal or interest of any of the loans of the company were due and unpaid, and in no case to exceed six per cent.—the balance to be held as a sinking fund for the redemption of the loans not due. No dividends were paid from January 1, 1840, to Jnly 1, 1852 a period of 12 years. In that year 6 per cent. was paid, and at that rate and for each year since that time. The following is a description of the canal and river improvements:

LENGTH OF NAVIGATION—Stoddardsville to Easton ..... 84.57 miles.
Divided into sections with lockage, dams, etc.—(according to the latest published statement of the Company)—as follows:—

Kinds of Navigation.	Length in miles.	No. of Locks.	No. of Dams.	Size of Canals.	Size of Locks.	Lift of Locks.	Height of Dams.	Total Rise.
Slackwater—from 10.00 pools. the Delaware R. to Manch Chunk	12.58 canals. 1.64 locks.	46	8	60 to 65 ft. top. 45 ft. bottom. 5 ft. deep.	22 ft. by 100 ft.	6 ft. to 13 ft.	8 ft. to 19½ ft.	360.87 ft.
Slackwater—from Manch Chunk to Wright's Creek.	4.67 canals. 0.85 locks.	29	20	60 ft. top. 40 ft. bottom. 5 ft. deep.	20 ft. by 100 ft.	10 ft. to 30 ft.	16 ft. to 68 ft.	599.83 ft.
Channels-descending navigation Wright's C'k to Stoddardsville.	12.30.	3	3	18 in. deep.	22 ft. by 100 ft.	3 ft. to 4 ft.	6 ft. to 13 ft.	336.00 ft.
Total.....	84.57	78	31					1,296.70 ft.

LENGTH OF RAILROAD—Whitehaven, on the Lehigh, to Wilkesbarre, on the Susquehanna, (double track)..... 19.71 miles.
LENGTH OF MINE RAILROAD—*Main Line*, Mauch Chunk to Summit Hill ..... 6.25 "
Branch Lines to the various mines ..... 20.00 "

The cost of the road, canal, coal lands, etc., of this company has been as follows:

Canal and river improvements	$4,455,000
Lehigh and Susquehanna Railroad	1,380,000
Real estate, mine roads, coal lands, wharves, etc.	1,452,364
	$7,287,364

The following statement will show the cost of the works, mileage of road and canal, earnings, expenses, etc., from 1845 to 1860 inclusive:

Year.	Cost of road, canal, coal lands, etc.	Miles of road & canal.	Tolls, less cost of collection.	Profit of coal and rent of mines.	Water and ground rents, etc.	Total earnings.	Repairs and Renewals.	Earnings less Expenses.	Dividends.— $ mil.	p. c. mil.
1845	$6,628,891	93	$176,050	$161,889	$35,057	$373,996	$39,488	$334,408	nil.	"
1846	6,821,975	93	282,672	198,132	57,200	488,004	73,269	414,735	"	"
1847	7,017,865	93	292,553	230,516	52,347	575,416	102,906	472,510	"	"
1848	7,160,033	93	308,894	132,117	32,710	473,721	102,790	370,931	"	"
1849	7,172,290	93	353,302	192,114	29,807	575,223	83,482	491,741	"	"
1850	7,188,228	93	353,131	221,219	32,826	607,176	179,852	427,324	"	"
1851	7,182,249	93	429,566	186,079	31,565	645,210	248,172	397,038	"	"
1852	7,142,876	93	466,555	202,563	33,881	722,999	153,366	569,633	90,213	6
1853	7,015,993	93	550,055	225,610	29,050	804,715	134,259	670,456	119,133	6
1854	7,116,901	93	685,097	378,821	26,734	1,090,652	167,136	923,516	148,378	6
1855	7,169,927	93	735,278	252,769	31,224	1,019,271	209,125	810,146	148,518	6
1856	7,941,654	93	699,626	137,889	27,142	864,657	237,176	627,481	148,744	6
1857	7,263,971	93	481,472	81,787	30,031	593,290	127,126	466,164	148,791	6
1858	7,288,273	93	466,212	105,592	24,053	596,857	92,197	508,660	148,794	6
1859	7,288,789	93	454,463	186,609	31,616	672,688	97,763	574,925	148,794	6
1860	7,287,364	93	481,118	198,611	*73,589	753,318	83,091	670,227	148,797	6
Total	$7,124,205	..	$7,185,044	$3,091,817	$573,732	$10,856,053	$2,132,198	$8,723,595	$1,250,162	54
Average	7,287,364	93	449,065	193,207	36,233	678,504	133,262	545,224	.....	..

* Including sale of Willow st. property, Philadelphia.

The gross earnings for sixteen years have been $10,856,053; the net earnings, $8,723,595. The dividends paid in the meantime have been $1,250,162. The balance, after the payment of interest, has been carried to profit and loss account, and is held by the contingent fund. At the date of the company's last report, May 1, 1861, this fund amounted to $1,095,000—a reduction since January 1st, of $366,853 16.

The following is a summary of the assets and liabilities of the company for the year 1852 to 1860, inclusive:

Liabilities—	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	$	$	$	$	$	$	$	$	$
Capital stock....	1,569,800	1,985,850	2,474,600	2,475,900	2,479,700	2,479,900	2,479,900	2,479,950	2,479,950
Common Loans..	4,353,827	4,050,554	3,586,078	3,091,498	3,091,498	3,091,498	2,790,082	2,790,082	2,790,082
Mortgage Loan..	929,342	837,492	832,792	831,792	829,422	829,222	829,222	829,172	633,789
Floating Debt..	864,933	382,049	373,150	316,495	322,512	286,202	231,531	265,823	303,927
Unpaid dividends	3,823	3,504	4,246	4,307	4,364	7,210	6,651	5,757	5,768
Arrears of int....	74,813	67,284	58,634	54,300	53,523	52,048	53,716	54,514	50,713
Profit and Loss..	907,996	1,164,673	1,689,956	2,252,686	2,548,964	2,704,983	2,900,054	3,166,898	3,516,703
Total.....	8,204,534	8,441,405	9,019,455	9,027,158	9,329,983	9,451,063	9,291,156	9,592,196	9,803,932
Assets—									
Canal improv'ts..	4,455,000	4,455,000	4,455,000	4,455,000	4,455,000	4,455,000	4,455,000	4,455,000	4,455,000
Lehigh&Susq.RR.	1,380,000	1,380,000	1,380,000	1,380,000	1,380,000	1,380,000	1,380,000	1,380,000	1,380,000
Real estate, mine roads, coal l'ds, etc.	1,307,877	1,280,998	1,281,901	1,334,927	1,406,654	1,428,971	1,453,273	1,453,789	1,452,365
Debts due to Co..	661,218	749,762	850,030	900,269	1,074,296	1,179,232	942,339	1,071,490	1,132,462
Contingent Fund.	351,710	500,148	995,367	906,126	968,067	957,191	988,139	1,210,254	1,335,038
Cash on hand ...	48,730	75,497	57,157	50,836	45,966	50,669	77,405	21,663	49,067
Total.....	8,204,534	8,441,405	9,019,455	9,027,158	9,329,983	9,451,063	9,291,156	9,592,196	9,803,932

There are chargeable against the balance standing to the credit of profit and loss, scrip for additional shares of stock, issued as recommended by resolution passed at the meeting of the stockholders held May 1, 1855, as follows, viz.

1855 scrip for	9,905	shares.
1856 "	11,882	"
1857 "	14,273	"
Making a total of	36,060	shares,

—which when converted into stock, will add to the capital account $1,803,000. The several issues were 20, 25 and 30 per cent. on the present share capital, and were made prospectively as extra dividends. At a meeting of the stockholders held on the 7th of May ult., a resolution was passed recommending the conversion at an early day of these scrip shares into shares of stock, to be entitled to dividends thereon.

There was no increase during the year 1860 in the capital stock of the company. During the same period the funded debt was reduced $202,382 67. The floating debt shows an increase of $38,104 23. The general indebtedness of the company was reduced $168,068 82. At the close of the year the liabilities of the company, including capital stock, funded debt, and pecuniary obligations of every kind, and including also their own loans amounting to $345,853 16 held in trust, subject to the orders of the board, were $6,257,229 03; deducting these, the sum total of the company's liabilities was $5,911,375 87.

Since the close of the year the whole of the mortgage loan, due March 1, 1861, except $2,055 44 not called for, has been extinguished.

The regular semi-annual dividends of 3 per cent. each, were declared as usual.

The common loan stated above, amounting to $2,790,081 92, becomes due March 1, 1870—except $13,356 51, due at earlier dates.

For the year, 1860, the shipments of coal were as follows, and from the following sources of supply:

From the company's mines at Manch Chunk	474,085 tons.
From East Manch Chunk	163,498 "
From Penn Haven	248,823 "
From Rockport	104,349 "
From White Haven	100,277 "
Total shipments of coal	1,091,032 tons,

—showing an increase of 40,373 tons over the shipments of the previous year. In addition to which there were taken from the companys mines at Tamaqua 43,072 tons. The distribution of the coal was as follows:

Consumed on the line of the Lehigh Canal	174,626 tons.
Passed into the Morris Canal at Easton	277,083 "
Went into the Delaware Division Canal	639,323 "

Of the coal that entered the Delaware Division Canal, 260,733 tons reached Bristol; 341,816 tons passed by the outlet lock at Wells' Falls, into the navigable feeder of the Delaware and Raritan Canal, leaving 36,774 tons as the quantity consumed on the line of the Delaware Canal.

The following is a statement of the amount of coal transported on the Lehigh Navigation from the commencement of operations in 1820 to the present time:

Year.	Tons.	Year.	Tons.
1820	365	1840	225,318
1821	1,073	1841	143,037
1822	2,240	1842	272,546
1823	5,823	1843	267,793
1824	9,541	1844	377,002
1825	28,393	1845	429,453
1826	31,280	1846	517,116
1827	32,074	1847	633,507
1828	30,232	1848	670,321
1829	25,110	1849	781,656
1830	41,750	1850	690,456
1831	40,966	1851	964,224
1832	70,000	1852	1,072,136
1833	123,000	1853	1,054,309
1834	106,244	1854	1,207,186
1835	131,250	1855	1,275,050
1836	148,211	1856	1,186,230
1837	223,902	1857	900,462
1838	213,615	1858	909,464
1839	221,025	1859	1,050,659
		1860	1,091,032

The aggregate amount of coal transported in these 41 years exceeds 17,000,000 tons, or a yearly average of more than 400,000 tons.

The shipments of lumber for the season were 45,525,564 feet, showing an increase over those for the year 1859 of 2,591,909 feet.

The freight of all kinds carried on the company's canal during the year 1860 amounted to 1,338,375; in 1859 it amounted to 1,307,118—increase, 31,277 tons.

The aggregate receipts from all sources during the year were $753,318 63, against $672,683 20—showing a gross increase of $80,635 43. After paying State tax, interest, repairs, improvements and expenses, the net earnings were $528,601 19, against $415,641 88 for the preceding year—being equal to an interest of over 21 per cent. upon the capital stock, and exhibiting an improvement over the year 1859 of $112,959 31.

The office of the company is at Philadelphia, Pa. The officers and managers for 1861-62 are as follows:

President—James Cox, Philadelphia.

Managers—Erkine Hazard, John Farnum, Henry J. Boller, Richard Richardson, Alexander Fullerton, Andrew Manderson, James S. Cox, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes.

Treasurer—Edwin Walter, Philadelphia.

Sup't and Eng.—J. Leisenring, Mauch Chunk.

Journal of Railroad Law.

JOINT USE OF TRACKS BY DIFFERENT COMPANIES: THOSE WHO MANAGE THE CARS RESPONSIBLE FOR INJURIES, NOT THE OWNERS: COLLATERAL EVIDENCE.

An action was brought by one Isaac Fletcher against the Boston and Maine Railroad Company to recover damages for injuries received by him while engaged in loading a car which was standing upon the Methuen Branch Railroad in Lawrence; the branch road being owned by the defendants.

It appears that the terminus of the Essex Railroad was about two miles from the defendants' depot in Lawrence; and that the Essex Railroad cars were permitted to run into Lawrence over the defendants' track, and the plaintiff having occasion to send some freight over the Essex Railroad, applied to the agent of that company in Lawrence to transport the same, and was informed that the company had but one car which he could have which was then in the plaintiff's yard, at the north end of the station ground where it had been carried upon a track known as the "east side track." Application was made by the agent of the Essex Company at the defendants' freight office to see if some other cars then standing upon the "east side track," could be removed to allow the car to be taken over this track to the depot; the car was placed on this track, and while there being loaded by the plaintiff who was inside of it and out of sight (the car being a close car) of any person upon the approaching train, a train was backed upon the track and came into collision with the car which the plaintiff was loading, and thereby caused the injury. It did not appear that there was any particular provision made by either the plaintiff or the Essex Company to guard against accidents.

The defendants maintained that the accident was caused by a train of cars which did not belong to them and over which they had no control, and which was rightfully passing upon the track which was leased to the Concord Railroad Company; and they introduced in evidence a contract between said company and themselves leasing the track to the Concord Railroad Company by which it was provided that the Concord Company should "deliver its down freight at Lawrence on side tracks," and that the defendants should "receive such freight, do the necessary shifting and arranging cars, whether the same contain joint or local freight, or freight for connecting roads, etc." There was evidence tending to show that the collision was made by a train of the Concord Railroad Company which was switched off and backed upon the "east side track," under the charge of

the engineer and conductor until the collision, and that the defendants never assumed any authority over such trains until they were deposited upon the side tracks by their conductors.

The defendants objected that the plaintiff could not recover upon his declaration charging that the injury was done by the cars and engine of the defendants, there being no evidence that the defendants owned either the cars or engine which came into collision with the car in which the plaintiff was when the accident occurred, but the objection was overruled.

The case was tried in the Supreme Court of the State of Massachusetts, and at the trial a verdict and judgment were rendered in favor of the plaintiff, from which the defendant appealed, and asked a new trial on the ground of error in the admission of evidence, and in the charge of the judge. The following is the opinion of the court.

CHAPMAN, J.—In this action the plaintiff alleges that while he was loading a certain freight car standing on the defendants' track in Lawrence, under the authority and by the direction of the defendants, he was injured by reason of a freight train being violently driven against the car. Daniel Hardy, the station agent, was called by the defendants as a witness; and, on his cross-examination, testified that he never asked the plaintiff, or Gowan, the plaintiff's partner, for a bill of the damage done to the plaintiff; that he never obtained of the plaintiff or his partner more than one bill; that he never said that Clark, who was a clerk in defendants' freight office and was on the train that caused the collision, was going away and he wanted a bill of the damage as he wished to take the amount of it out of his wages, or make him pay it; that he had no recollection of more than one bill, or that he said to Gowan he would send a second bill to Boston; or that he said Clark was very careless. All this cross-examination related to matters not admissable in evidence or pertinent to the case. There was no evidence tending to show that he had authority to ask for a bill of the damage, or to call on Clark for payment, or to make admissions as to Clark's carelessness. And if he had been an agent, with authority to manage this business, his admissions not connected with his acts as agent would be inadmissible.

It is well settled that when a witness is cross-examined as to collateral matters, his answers are conclusive and he cannot be contradicted. The authorities are numerous; and it is sufficient to refer to Commonwealth *vs.* Cain, and the authorities there cited, Gowan's deposition was admitted to discredit Hardy. He deposed that Hardy did request him to make out a bill of the damage and hand it in, and he would send it to Boston to see if it would be allowed; also that he said Clark was very careless in the matter; also that he said Gowan had better go to Boston and see the parties there, and gave Gowan their names; also that Hardy afterwards called on him for another bill of the damages, as Clark was going away and he wanted him to pay it. This testimony which we understand was admitted with much hesitation and doubt, appears on careful consideration to be inadmissible, for the reason above stated; it could not fail to influence the jury, and therefore the verdict must be set aside and a new trial granted. As a new trial must be had, it is proper to express an opinion upon some other points that have been argued.

First, the defendants contend that the court erred in ruling that it was immaterial to whom the train belonged. But taking the whole ruling together, it is clearly right. The ruling is that "if the train by which the injury was caused was in the care of the defendants' servants, subject to their exclusive direction and control at the time of the accident," then it is immaterial who in fact were the owners of the engine and cars constituting the train. This must be so; for if a wrong was done, it was by those who had the exclusive direction and control of the train at the time and by no others.

Second, the fourth instruction to the jury, as to the use of ordinary care, is objected to. It is contended that the plaintiff, being in a dangerous situation, should have used extraordinary care, and that the jury should have been instructed upon the evidence as matter of law that he did not use due care. But the court are of opinion that the instruction was correct. Ordinary care is a term that has a relation to the situation of parties and the business in which they are engaged. It is used here as synonymous with the term "reasonable care" as used by the courts in England. "Care and diligence should vary according to the exigencies which require vigilance and attention, conforming in amount and degree to particular circumstances under which they are to be exerted," Holley *vs.* Boston Gas Light Company. There are cases where, there being no facts in dispute, ordinary care becomes a question of law, but this does not seem to be such a case. If the track where the plaintiff was loading his marble, was one that was exclusively used for loading cars, then no care would seem to be required on his part to avoid collisions; but if it was one on which trains were deposited on their arrival, or used for shifting cars and making up trains, and if in doing such business it is customary and prudent to run a train against a car that happens to be standing on the track and push it out of the way, then ordinary care would require a person who should go into such a car thus exposed to be moved, and who should there engage in a business that would place him in danger if the care were moved, to make some reasonable provision for his safety, such as would be adapted to the circumstances. So far as the report states the case, it tends to show that the plaintiff exposed himself to danger without using any precaution. But the evidence is not fully reported. Enough appears, however, to show that the question of ordinary care depends upon many facts of a complicated character, and that the question should be left to the jury under instructions. The court are of opinion that each of the four instructions given to the jury was correct.

Steel-Making in Montreal.

It was but a few months since that we read a lengthened account of Higgins and Co.'s extensive manufactory for axes, scythes, etc., and we were somewhat startled from our propriety, not dreaming that Canada had or could have superseded England in manufacturing such indispensable tools to Canada. We have now to record Mr. Higgins' indefatigable enterprise by the fact of witnessing his new erections for manufacturing steel,—we have seen the first ingots he produced, and have no hesitation in stating his attempt a perfect success. This is another instance of his claim to the thanks of the Canadian public, and we hope for him a more substantial recompense, seeing that but for experiment, or what is tantamount to it, steel-making has never before been attempted in Canada.—*Canadian Railway Guide.*

Interest and Dividends.

The following dividends and interest are payable in Boston in October:

RAILROAD DIVIDENDS.

	Capital, Oct., '61.	Dividends. Apr.	Oct.	Amount. of Oct. Divi'ds.
Phila., Wilm. & Balt.	$5,600,000	3	3½	$196,000
Lowell & Lawrence..	200,000	3	3	6,000
Berksh'e—*quarterly.*	320,000	1¾	1¾	5,600
Chelsea Horse	70,000	4	4	2,800
Cambridge Horse ...	400,000	4½	4½	18,009

The Cambridge Horse Railroad has increased its capital $100,000 within the past six months, to pay for the East Cambridge extension.

INTEREST ON RAILROAD BONDS.

Malden & Mel. 6s, '80.	75,000	3	3	2,250
Man'r & Lawrence..	14,600	3	3	438
Mass. & T. & G. 5s, '60.	416,500	2½	2½	10,413
Mich. Central, '82 ...	4,200,000	4	4	168,000
N.Y. & B. (A.L.) 6s, '70	175,000	3	3	5,250
Northern N. H. '64 ..	43,700	3	3	1,311
Northern N. H. '74..	292,100	3	3	5,763
Old Colony	107,000	3	3	3,210
South Shore 6s, '60 .	150,000	3	3	4,500
Western 6s, '75.....	800,000	3	3	24,000

*Interest is due Oct. 1 on $3,999.557 Massachusetts Sterling Bonds, 1868 to 1871, issued in aid of the Western Railroad, and $427,570 do, 1888-90 issued to the Troy and Greenfield Railroad on account of the "Hoosac Tunnel" loan—both of which are payable in London, and interest remitted some time since.

INTEREST ON STATE AND CITY BONDS.

	Principal.	Interest.		
Mass. State 6s, '68.	$150,000	3	per ct.	$4,500
Mass. State 5s, '65-'74 .	345,000	2½	"	8,625
Boston City bonds		..		60,000
Portland City 6s.....		3	"	5,000
Ban. City (municipal) 6s. Int. about		4	"	5,000
Ban. City bonds, 187 ..	500,000	3	"	15,000
Bath City 6s, 1891	200,000	3	"	6,000

No Tax upon American Securities of any kind held by Foreigners Residing Abroad.

We re-publish for information abroad the annexed correspondence:

NEW YORK, Sept. 27, 1861.

SIR: We beg the favor of your informing us whether any United States income or other tax will be charged on coupons, or interet to become due, on American Securities (Government or otherwise) owned by Europeans resident abroad.

We propound this query that we may be enabled to satisfy various foreign correspondents who now hold or may purchase United States bonds, &c., and have written to us inquiring as to this point. Your answer, we believe, will be in the negative, judging from the law recently passed, and if so,—it being authoritative—its publication would immediately remove all fear of such taxation from the minds of European capitalists.

We have the honor to be, Sir, your most obedient servants, (Signed)

BARCLAY & LIVINGSTON.

Hon. SALMON P. CHASE, Sec'y of the Treasury.

TREASURY DEPARTMENT, Oct. 1, 1861.

GENTLEMEN—In reply to your inquiry of the 27th ultimo, I beg leave to say that the existing laws of the United States do not impose any tax upon securities of any kind, held by foreigners residing abroad.

Very respectfully, your obedient servant,

(Signed) S. P. CHASE,

Secretary of the Treasury.

Messrs. BARCLAY & LIVINGSTON, New York.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	—
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	-------	-------	1,030,957	—	—	—	—	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	-------	73,826	27,992	6	----
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	-------	333,500	152,777	—	----
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	-------	844,772	502,579	10	135
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	-------	319,106	77,038	—	----
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	-------	241,330	127,505	3	----
31 Dec. '59	61.0	—	3.0	—	---	---	-----	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	-------	61.0	-------	107,837	20,627	—	----
31 Dec. '59	46.0	9.0	7.0	—	---	---	-----	New Haven and Northbampton	1,400,000	—	—	922,500	700,000	—	-------	59.7	-------	90,362	90,362	5	----
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	-------	119,146	-------	—	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	----	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,200	45,286	-------	66.0	-------	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	-------	-------	75,672	—	—
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	-------	21,195	-------	6	----
								FLORIDA.													
-- -- '59	154.2	—	----	—	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	-------	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	12	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	-------	-------	3,500,000	4,500,000	-------	10,000,000	220.0	845,981	994,569	225,786	15m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	-------	1,514,478	242,564	----	61½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	----	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-------	-------	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	----	----
Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	-------	1,093,934	309,567	3½	45½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	----	69½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	0 6,208	*	—	1,600,000	2,391,000	—	-------	175.0	-------	485,943	181,529	—	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	-------	2,721,591	850,630	—	66
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	—
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	—	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	—
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	—	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	—	-------	-------	-------	-------	29.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,432	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	-------	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	-------	236,397	80,109	—	----
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	-------	404,599	232,773	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86.0	7 mo's.	85,329	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-------	-------	-------	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	—	245,000	755,000	-------	-------	—	—	—	—	—	—
21 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	—	—	694,444	71,000	-------	-------	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	—}	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	-------	724,865	29.0	-------	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	—}				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	-------	1,662,740	65.0	-------	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	----
-- '59	18.8	—	----	70.2	—	—	-----	Maysville and Lexington	-------	-------	—	-------	-------	-------	-------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22.0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '59	206.0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-------	758,774	-------	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,891	*	—	1,283,015	248,969	108,434	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	657,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	17.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	270.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	40
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	12¾
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	91
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	102¾
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	101
30 Nov. '60	44.6	24.0	59.2	—	30	59	296	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525.954	1,045,683	439,284	8	100¼
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	85
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	58
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	91
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98¼
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,016,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	98
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	10½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	106½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	--	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	--	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	41
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	13
-- --	--	—	--	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central* &	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12 0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206 3	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	--	—	--	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	764,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	166,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	53¾
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	48½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,287	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112¾
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,168	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	112
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	112
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	—
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9		40,670	72,458	35,600	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8		22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5		325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7		2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0		568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,207,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8		317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6		61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3		46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0		967,065	2,047,145	778,121	—	33½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5		258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9		3,945,128	6,957,241	2,678,400	6	73½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0		3,019,000	5,180,321	1,827,406	—	25½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9		—	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0		40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8		395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9		69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4		79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2		119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,921	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0		3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3		114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	65,374	—	13.0		—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0		191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0		280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7		212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9		—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0		—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0		—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—		—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—		—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3		382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0		—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8		304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		—	1,084,692	574,275	12	97
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0		230,461	368,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.8		402,935	1,063,405	653,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5		646,413	772,093	332,093	4	10½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		—	919,971	493,956	—	29½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5		75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0		144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	3	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0		—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6		—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0		40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	1,358,867	45.0		—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—		—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0		60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0		24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0		637,835	1,200,499	341,591	8	78
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,764,220	13,202,262	195.4		556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		—	898,818	109,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0		—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9		452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0		—	285,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6		70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8		222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0		—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0		61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5		—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0		—	—	—	—	5½
30 Sep. '60	52.5	—	8.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5		—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		—	2,191,236	1,316,688	6	68
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3		—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5		—	436,237	153,334	6	51½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3		—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2		—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9		—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,906,350	1,500,000	—	—	45.7		183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—		—	595,857	503,660	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3		—	556,192	379,976	10	48
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	399,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	—	176,047	91,399	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0		3,476,812	5,932,701	2,296,402	—	38½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central.	264,000	10,000	—	—	250,000	50,000	—	20.0		—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0		—	288,657	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4		—	3,812,546	1,625,985	—	17½
31 Dec. '59	23.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,236,597	471,712	6½	34

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------	----	-------	-------	-------	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	-------	-------	-------	—	----
30 Sep. '59	9.2	15.3	14.9	—	---	---	----	Schuylkill Valley	573,616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	-------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	114,126	61,848	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	896,000	-------	-------	29.6	-------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	-------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	-------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	—	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	-------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	—	-------	2,643,833	-------	-------	----	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	-------	-------	—	-------	-------	-------	-------	25.1	-------	-------	-------	—	----
								TENNESSEE.													
30 Sep. '60	4 6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859	1- -	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859	: 0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	----
1859	14 .0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19 4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	----	-------	-------	-------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	----	-------	-------	-------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859	-------	—	----	----	---	---	----	Nashville and Northwestern	-------	-------	—	-------	-------	-------	-------	----	-------	-------	-------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	-------	-------	—	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	-------	-------	—	-------	-------	-------	-------	32.0	-------	-------	-------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	-------	-------	—	-------	-------	-------	-------	56.0	-------	-------	-------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	—	275-000	240,000	171,560	-------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	230.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	-------	-------	—	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	-------	-------	—	-------	-------	-------	-------	28.0	-------	-------	-------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	-------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,315	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	960,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	-------	—	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	-------	-------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	-------	-------	-------	—	----
30 Sep. '59	77.8	8 9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	19.0	—	16	16	175	Orange and Alexandria	-------	-------	—	2,063,655	2,517,500	590,056	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	683,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	-------	43.5	1,058,054	168,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	744,489	347,957	—	----
30 Sep. '59	32 0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	-------	55.0	-------	-------	-------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	-------	-------	—	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42 0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Mil'k'ee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	-------	7,500,000	234.4	-------	863,186	439,943	—	18
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	-------	—	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	221,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	-------	—	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	----
								CANADA.													
31 July '53	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	—	-------	-------	-------	-------	81.0	166,245	-------	-------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	—	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	-------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	—	-------	-------	-------	-------	24.0	37,081	-------	-------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	—	-------	-------	-------	-------	96.6	254,530	-------	-------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	—	-------	-------	-------	-------	54.0	89,222	-------	-------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	-------	-------	—	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	-------	-------	4,451,012	108 0	193,683	116,225	41,985	—	---
30 July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	-------	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	---	---	----	Nova Scotia	-------	-------	—	-------	-------	-------	-------	61.5	-------	-------	-------	—	----
								NEW GRANADA.													
.. Dec '60	48.7	—	----	—	---	---	—	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,302,828	48.7	-------	1,550,878	1,936,131	12	115

New York Stock Exchange.

Sale Prices for the week ending Oct. 9, 1861.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 1871	....	....	....	....	....	....
U. S. 5s, 1874	81½	....	82	82½	82½	82½
U. S. 5s, 1865	....	....	87½	87½	....	....
U. S. 6s, 1881	92	92	92	92⅝	92½	92½
U. S. 6s, 1862	....	95½	95½	96	96	96½
U. S. 6s, 1867	....	90½	....	....	....	....
U. S. 6s, 1868	....	....	....	....	....	....
Treas. 12 p. c. notes	100⅞	....	....	....	....	....
" 6 " 2 years	99⅛	99⅛	....	99⅜	99⅜	99⅛
STATE STOCKS:—						
California 7s	82	....	82	....	....	83
Georgia 6s	....	....	....	....	....	....
Illinois 6s	....	....	....	....	....	....
" Canal bonds	....	80½	....	....	....	....
" Coupon b's,'70	....	....	80	....	....	....
" " "'76	....	....	....	....	84	84
Indiana 5s	....	....	....	....	....	79
Kentucky 6s	....	....	76	....	....	76½
Louisiana 6s	....	....	....	57	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	83	....	83
" 7s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	42½	43	42⅝	43	43	44⅛
Do. lss. to H.& St.J.R.	46½	46½	46½	....	46	7½
New York 6s, 1872	....	....	....	....	....	99⅞
North Carolina 6s	58½	59	....	....	....	60⅛
South Carolina 6s	....	....	....	....	60	....
Ohio 6s	89½	....	90⅛	89⅝	89⅛	89⅛
Tennessee 6s, 1890	41⅛	42	42½	42½	42½	43
Virginia 6s	45	45½	45⅝	47	....	47½
RAILROAD SHARES:—						
Chicago, Burl. and Q.	62	62½	62⅝	63½	63½	63⅝
Chicago and Rock Isl.	46⅞	48	48	48½	48½	49
Clev., Col. and Cin.	97	....	....	....	....	98
Clev. and Pittsburg	....	12	12½	12½	....	....
Clev. and Toledo	30⅜	32	32½	33	33⅜	26½
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	69⅞	70½	70⅝	71½	71	71½
Hudson River	34⅛	34½	34⅝	36	36½	37½
Illinois Central (scrip)	66⅛	66½	67	67½	67	67½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	43⅛	43⅜	43⅝	46	46	48
M. S. and N. I. guar'd,	32	32	33	34½	35⅝	37⅜
M. S. and N. I.	14½	15	16¼	16⅝	16⅝	17½
Mil. and P. du Chien	18	18⅛	....	18	18¼	18½
M. and P. du C. 1st pref.	73⅛	....	....	....	73½	....
New Jersey	....	....	....	....	....	....
New Jersey Central.	....	....	....	....	....	....
New York Central	74⅛	75⅜	75⅛	76½	76½	78
Erie	26⅛	28⅜	28⅜	29¼	29⅛	30½
Erie pref.	45½	....	....	48	....	48
Erie Assessment Scrip	....	....	....	....	....	71
N. York and Harlem.	10½	10½	10⅜	....	11½	12⅛
N. Y. and H. "pref."	....	....	26	27	27½	28⅜
Panama	119	118½	118	116½	117	119⅜
Phila. and Reading	....	....	....	36	36	37
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	....	....	38	38½	38½
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S.F. 7 p.c.'85	74	....	....	....	75	....
Chi., Bur. and Q. 8 p.c.	....	....	92⅜	92½	....	....
Chi. and R. I. 1st M.'70	....	....	....	....	....	....
D. L & W. 1 M. 8p.c.'71-5	....	....	....	....	....	....
" 2M. 8p.c.'81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8p.c.'63	....	....	....	....	....	....
" 2M. 8p.c.'75	....	....	96	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7p.c.'69	....	....	....	....	....	....
" 2M. 7p.c.'60	....	....	....	....	....	....
" 3M. 7p.c.'75	....	....	....	....	....	....
" sink. fund	....	....	....	....	....	....
Illinois Centr. 7 p.c.'75	....	87½x	87½	87½	88	....
" " 6p.c.'75	....	87½x	87½	87½	88	....
L. Erie & Wab. 1 M.	....	....	65	66	....	....
" " 2 M.	....	32	....	....	....	....
La Crosse & Mil. L. G.	11	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	....	....	....	....
Mich. Cen. S.F. 8 p.c.'82	....	....	....	....	....	....
" conv. 8p.c.'69	....	94x	....	94	....	94½
Mich. Southern 1st M.	....	....	....	82	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	77½	....	76½	78½
M.S. & N.I. 1 M. S. F.	....	77	....	....	....	....
" 2 M. 8p.c.'77	....	....	....	....	....	....
Northern Ind. 1 M.	....	81	....	....	81	81½
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif.'83	....	91½	....	92	....	92
" 1 M. 7 p.c.'64	....	100¾	....	....	....	....
" bonds 1876	....	....	....	....	....	....
N.Y. & E. 1 M. 7 p.c.'67	....	....	....	103	103	....
" 2 M. 7 p.c.'79	99	....	....	....	....	....
" 3 M. 7 p.c.'83	....	....	....	85½	....	....
" 4 M. 7 p.c.'80	....	70	....	71	71½	....
" 5 M. 7 p.c.'83	....	....	95	....	....	....
" conv. 7p.c.'62	....	....	....	....	....	....
" " 7p.c.'71	....	....	....	....	....	....
" S. F.'75	....	....	....	....	....	....
N.Y. & H. 1 M. 7p.c.'73	....	....	....	....	....	97
" 2 M. 7p.c.'64	....	....	....	....	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. Canal.	85	....	85	86	....	85½
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	92	91½	91	91	90½	91

The following are the closing prices in the London Market on the 26th September:

United States 5s, 1874	72	to	73
Virginia 6s	47	"	48
Erie shares, ex assessment scrip	22½	"	23½
Erie shares, 7 per cent. preference	43½	"	44⅛
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	80	"	81
Illinois Central $100 shares, $80 paid, dis.	39½	"	38½
Illinois Central, all paid	58	"	60
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882 - x.c.	82	"	84
Michigan South. and North. Indiana 7s, 1885	65	"	70
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	65	"	67
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 - x.c.	89	"	91
New York and Erie, 3d mort., '83, assented	76	"	78
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 - x.c.	94	"	96
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, October 12, 1861.

Share and Money Market.

The Share Market the past week has been very buoyant, with an advance of three and four per cent. in Railway shares, and an improvement of the whole list. Governments are steadily better. The prices of these are the best index of public feeling. They have recovered some ten per cent. from the lowest per cent. they touched in April last. The advance in railroad shares is a systematic one, as they are still far below their usual prices, and as the roads have a prospect of an excellent winter business. Produce is moving forward very rapidly, and business of all kinds is improving. Money remains very easy at the previous low rates. In reference to the general condition of the country, we make the following extracts from a late Circular of Samuel Hallett & Co.

THE EFFECT OF THE EXPENDITURES OF GOVERNMENT UPON PRODUCTION AND TRADE.

In the lack of experience in this country, the result only can solve many of the great questions involved in the war. In a time of peace the annual expenditures of government have averaged less than $200,000 per day. For the prosecution of the war, they are $1,000,000 daily. This extraordinary expenditure has been going on, say for 90 days, in which $90,000,000 have been advanced from the capital of the country, without any appreciable effect upon the rates charged for money, without any embarrassments to the foreign or domestic trade, but, in fact, with a decided advantage to the latter. So far all fears of a stringency, or of the inability of the country to sustain the burden, have proved utterly groundless. The only question now raised is whether we can infer the future from the past, and whether we can prosecute the war *ad libitum*, to use the phrase, or till we increase our national debt to $500,000,000 or $1,000,000,000, without interfering injuriously with the industries of our people, or with their commerce and trade.

Without extending our inquiries as to the ultimate consequences of the creation of a large national debt for military purposes, there is no doubt that this debt, represented by the bonds and the promissory notes of government, has an effect similar to the addition of capital equal to their nominal value, either suddenly created, or imported from abroad. The government securities are capital to the person holding them, as much as gold and silver. They pay his debts, or may be the basis of any business enterprise. The creation of this debt only keeps pace with the sales made by the people to the government of food, clothing, munitions of war, and the time of the soldiers. It is to be issued, consequently, mainly against the *future* earnings of the country, and not against its past accumulations. Should the government advertise for tenders for the delivery of such articles, and of personal service, there is no doubt that the offers would exceed five times the whole present wants of government, or $500,000,000 instead of $100,000,000. This illustration states the case. So long, therefore, as our industries are unembarrassed, the debt created is a stimulus to them, rather than a burden. There seems to be no cause of apprehension that their freedom will be interfered with. Exchanges are so decidedly in our favor that the influx of specie must continue. The expenditures are all among ourselves, and the money returns by natural attraction to the great centres. Notwithstanding the amounts already paid by the banks, they are as able to lend to their customers as ever, while the rates were never lower. While the war has apparently no effect to absorb or exhaust capital to an injurious extent, the expenditures going on have already given a very decided impulse to our manufacturing industries and to trade. Everywhere are establishments being put in motion, while trade of all kinds is resuming something like its wonted volume. Our people have pretty well got over the shock caused by the outbreak of the rebellion, which of course, for a time, arrested nearly every business movement. But the great interest of the country, agriculture, was never more prosperous. The farmer was never better able to buy, and with the existence of all the means for an active trade, it can not long remain in abeyance.

The apprehension now expressed by our more conservative bankers is not on account of a stagnation from scarcity of capital, but of an injurious expansion of the currency, with its usual accompaniments, speculation and overtrading. Such fear we believe to be, for the present, at least, without sufficient foundation.

FOREIGN EXPORTS AND IMPORTS.

One of the most favorable features in our present emergency is the condition of our foreign commerce. We have exported from the port of New York, for the first 9 months of the present year, domestic produce to the amount of $98,571,819, against $72,503,258 for 1860. We have imported $42,306,000 of gold and silver against $951,000 for 1860, and exported $3,279,000 against $31,043,000 for

1860. The change in specie in our favor has been equal to $71,014,000. We have, in the meantime, received from California $27,208,000, increasing, with importations, our specie reserve equal to $66,713,000 over the amount in the country at the same time last year. We are still taking gold from abroad in payment for our exports, having reduced our imports for dry goods $50,000,000, and the total imports in this port from $186,848,360 in 1860, to $101,372,730 in 1861, showing a decrease equal to $85,520,639. The decrease for the year will be at least 50 per cent. Hence the great change in the direction of the current of the precious metals.

THE FOREIGN DEMAND FOR BREADSTUFF.

The best authorities in England and France put down the deficit in their respective crops to be such, that the former must import 64,000,000, and the latter 80,000,000 bushels of grain, to have a supply equal to ordinary consumption. This is at the rate of nearly 3,000,000 bushels weekly up to the year ending August 31, 1862. The United States is looked to, to make up the greater part of the deficit. Their crops would enable them to do much toward this, were not the movement of these soon to be checked by the closing of navigation on the great canal and the lakes. Enormous amounts, however, will come forward before winter sets in, while the railroads will be actively employed for the whole season. The ability to supply the demand is really only a matter of price. With rates sufficiently remunerating, almost the entire crop may be moved during the winter, even with the lakes closed by ice and the Mississippi by the blockade. We shall discuss this interesting subject more at length in another issue.

Hartford and New Haven Railroad.

This company was chartered in Connecticut in May, 1833, with authority to construct a road from Hartford to New Haven, 36¼ miles. About one-half of the road between these points was opened for public use in 1838—the balance in 1839. On the 5th of April, 1839, a company was chartered in Massachusetts, under the title of the Hartford and Springfield Railroad Company, for the purpose of constructing the continuation of this road from the Connecticut State line to Springfield, Mass., a distance of 5.87 miles. This company was organized Oct. 6, 1841. In 1843, a contract was entered into between the Massachusetts and Connecticut Companies, whereby the latter agreed to construct the portion of the road lying in Massachusetts—the latter to own and control the same. Under this agreement its construction was immediately commenced, and early in December, 1844, the road was opened for public use. In 1847 the companies were consolidated under the authority contained in their respective charters. The organization in Massachusetts is only a matter of form for the preservation of its chartered privileges. Its original capital was $300,000. The branch to Middletown, 9.75 miles, was chartered in 1844, and opened in March, 1850. In 1860, it was extended to the Connecticut river, about 1 mile.

The length of the main line, from New Haven, Ct., to Springfield, Mass., is ..... 61.38 miles.
Middletown Branch ..... 10.75 "
Junction to Hartford City ..... 0.87 "

Total, main line and branches ... 73.00 "

Length of second track, 55 miles; sidings, etc., about 10 miles.

The total cost of road and equipment at the date of the last report, August 31, 1861, was $3,398,967 97. The capital stock authorized was $2,350,000, all of which has been paid in. The bonded indebtedness of the company consists of $927,000 first mortgage 6 per cent. coupon bonds, dated January 1, 1853, and payable January 1, 1883, interest payable semi-annually, Feb. 1, and Aug. 1, in New York.

The income account of the company for the years ending August 31, 1859, 1860 and 1861, is as follows:

RECEIPTS.

	1859.	1860.	1861.
Bal. from prev. year.	$121,032	$157,192	$204,338
Passengers.....	396,568	528,042	405,335
Freight	283,713	320,854	262,169
Rents, mails, etc....	42,179	31,641	45,372
H. P. and F. R. R...	280	.....	200
Real estate sold.....	.....	.....	300
	$844,772	$947,729	$917,714

DISBURSEMENTS.

Operating expenses..	$342 193	$388,731	$358,740
Dividends paid	232,902	235,263	319,765
Bonds redeemed.....	.....	28,000	9,000
Interest	57,198	55,348	55,196
Miscellaneous.....	22,206	14,445	23,839
Accounts due Co	33,081	21,604	27,933
Cash.....	157,192	204,338	123,241
	$844,772	$947,729	$917,714

The following statement will show the cost, gross and net earnings, dividends and rate per cent., from 1839 to 1861, inclusive:

	Cost of road, etc.	Mileage.	Gross earnings.	Net earn'gs.	Divi'd.	p.c.
'39..	$729,606	18.13	$31,933	$20,433	*nil*	*nil*
'40..	851,121	36.22	65,147	41,995	"	"
'41..	866,336	36.22	91,305	62,035	$24,000	3
'42..	960,963	36.22	90,760	60,331	32,000	4
'43..	969,049	36.22	89,294	56,486	27,000	3
'44..	1,138,921	36.22	99,632	66,899	40,000	4
'45..	1,621,720	61.75	183,834	121,122	72,000	6
'46..	1,690,260	61.75	228,611	139,424	86,865	7
'47..	2,109,865	61.75	324,725	194,299	111,060	8
'48..	2,354,813	61.75	430,212	284,544	136,000	8
'49..	2,405,313	61.75	432,803	290,402	160,000	8
'50..	2,631,541	72.01	490,930	294,476	235,000	10
'51..	2,742,245	72.01	556,004	320,993	352,500	15
'52..	2,905,589	72.01	600,408	332,223	235,000	10
'53..	3,164,832	72.01	639,528	335,248	235,000	10
'54..	3,295,636	72.01	757,951	358,891	235,000	10
'55..	3,318,932	72.01	730,912	357,799	235,000	10
'56..	3,329,377	72.01	730,794	337,239	252,500	15
'57..	3,329,601	72.01	769,065	396,258	235,000	10
'58..	3,320,668	72.01	628,245	389,791	235,000	10
'59..	3,362,019	72.01	723,460	381,267	235,000	10
'60..	3,272,446	73.00	790,537	401,805	235,000	10
'61..	3,398,968	73.00	712,876	354,136	329,000	14

The above statement is for 23 years. The aggregate earnings during that time have been $10,197,766, averaging $442,512 per annum The expenses during the same time, exclusive of interest, have been $4,704,569, averaging $204,546. And the net earnings $5,495,196, averaging $238,921. The dividends declared have amounted to $3,837,925, equal to 185 per cent.—averaging $166,866, or 8 per cent. per annum, on an average share capital of $2,085,825. The average mileage during the same time has been 60.66, and the average cost of road and appurtenances $2,337,818.

The following from the Ledger, presents a general statement of the affairs of the company September 1,

	1859.	1860.	1861.
Capital stock...	$2,350,000	$2,350,000	$2,250,000
Bonds.....	964,000	936,000	927,000
Reserved fund..	150,000	150,000	150,000
Contingent fund.	245,400	334,469	432,037
Div. unpaid	5,382	5,119	14,354
Profit and loss..	206,569	229,202	87,439
Credit to Tomlinson Bridge Company....	8,864	6,422	.....
Debts due by Co	2,217	2,398	13,356
	$3,932,432	$4,013,510	$3,975,087
Construction ...	$3,108,019	$3,118,446	$3,119,378
Middlet'n Ext'n.	.....	.....	25 590
Real estate.....	62,727	62,728	62,428
Tomlinson Bridge stock..	102,889	102,889	102,889
Equipment.....	254,000	254,000	254,000
Wood,st'k & tools	132,503	121,305	123,702
Debt due Co ...	115,102	149,804	163,858
Cash on hand...	157,192	204,338	123,242
	$3,932,432	$4,013,510	$3,075,087

The miles run by engines has been as follows:

	1859.	1860.	1861.
By passenger trains...	209,500	218,814	234,654
" freight trains	92,563	100,844	86,484
" other trains	12,700	6,285	2,253
Total	314,763	325,950	323,491
Passengers carried....	486,772	544,975	499,888

The bond indebtedness of the company is being gradually reduced. The original issue was 964, ($964,000); of these, 28 were purchased in 1860, and 9 during the past year, leaving the number now outstanding 927. A dividend of 5 per cent. was paid Oct. 1, 1860, since then, quarterly dividends of 3 per cent. have been paid, making the total dividends declared and paid within the fiscal year ending Aug. 31, 1861, 14 per cent. A quarterly dividend of 3 per cent. has also been declared payable Oct. 1, 1861. Whether this rate of dividends shall be continued will of course depend upon the future receipts of the road.

The office of the company is at Hartford, Ct., the officers are:

President—CHARLES F. POND.

Directors—Charles F. Pond, Julius Catlin, Cornelius Vanderbilt, Henry Coit, Ezra C. Read, Chester W. Chapin, James S. Brooks, A. G. Hazard, Samuel H. Parsons.

Superintendent—E. M. REED.

Secretary—S. P. CONNER.

Railroads in Tennessee.

Below we give a statement accompanying the last report made by the Railroad Commissioners, showing the cost of the roads of this State, with the amount of aid granted to each road. The bonds issued constitute a first lien on the roads. The several companies, with one or two inconsiderable exceptions, were able from their earnings to pay the interest on their bonds, relieving the State of all burden. No one had a better system before the rebellion.

In addition to the contingent debt for railroads, the State owes $3,844,606, contracted many years since for Banks and other purposes. The total bonds now outstanding are about $16,600,000.

Roads Finished.	Cost of road.	Cost of Equipment.	Capital Stock—Subscr'd.	Capital Stock—Paid in.	Funded Debt.	Floating Debt.	Receipts.	Expenditures.	Net Earnings.	State aid Granted, To Road's.	State aid Granted, Bridges.	State aid Granted, Total.	Loaned,	Total B'ds	Length of roads.	Do. in Town.	Jan. '60.	Finish'd	Length
Memphis and Charleston	$6,188,033	$745,729	$2,500,000	$2,237,666	$564,949	$319,518	$177,226	$60,029	$117,226	$98,000	.....	$98,000	$1,100,000	$287,56	100.20	100.02			
Mississippi and Tennessee	2,000,000	.....	869,000	798,286	.....	.....	.....	.....	.....	.....	.....	.....	.....	99.00	9.75	9.75			
Mississippi Central and Tenn.	975,610	82,909	335,800	317,344	632,500	22,599	88,130	38,463	44,667	618,000	.....	618,000	1,650,000	168.75	160.75	160.75			
Nashville and Chattanooga	3,622,883	631,670	2,035,622	2,256,180	84,000	21,770	675,832	365,632	310,200	1,050,000	100,000	1,150,000	1,650,000	168.75	160.75	160.75			
East Tennessee and Georgia	3,637,367	.....	.....	1,979,653	2,020,000	200,000	318,718	181,152	137,566	1,120,000	.....	1,120,000	1,320,000	140.00	125.00	125.00			
East Tennessee and Virginia	2,466,397	156,364	598,050	556,654	1,902,000	390,407	297,806	148,638	149,168	1,502,000	300,000	1,802,000	1,802,000	130.28	130.28	130.28			
Winchester and Alabama	408,477	.....	154,394	216,963	413,000	.....	1,249	.....	.....	387,000	80,000	467,000	413,000	38.80	38.80	38.80			
McMinnville and Manchester	590,624	66,816	152,057	144,584	400,000	.....	*47,615	*19,880	*27,786	342,000	30,000	372,000	372,000	34.20	34.20	34.20			
Louisville and Nashville	5,994,092	401,846	3,578,800	3,533,071	1,540,000	420,381	*426,092	*199,205	*226,887	450,000	100,000	550,000	540,000	185.00	45.00	45.00			
Tennessee and Alabama	1,138,053	79,010	1,081,783	595,923	660,000	204,545	75,130	27,560	47,570	775,000	85,000	860,000	860,000	57.52	57.52	45.81			
Totals	$27,078,546	$2,149,351	$11,390,006	$11,937,532	$11,052,449	$2,033,606	$3,433,579	$1,143,275	$1,889,096	$7,934,000	$896,000	$8,829,000	$12,712,000	1,179.76	747.90	736.19			
Roads in progress.																			
Memphis and Ohio	2,500,442	141,144	1,039,000	570,000	1,361,000	145,000	150,015	62,157	87,858	1,305,000	200,000	1,506,000	1,427,000	130.6	130.60	100.00			
Memphis, Clarksv. & Louisville	1,237,900	100,500	598,500	298,721	70,000	.....	.....	.....	.....	568,000	150,000	718,000	570,000	68.8	66.80	15.00			
Mobile and Ohio	9,332,629	724,731	4,605,300	3,618,312	4,306,787	726,547	844,171	417,357	426,815	1,185,000	104,000	1,289,000	774,000	609 00	118.50	67.00			
Edgefield and Kentucky	857,949	34,600	600,000	333,223	612,000	60,000	9,569	1,873	7,487	470,000	230,000	700,000	622,000	47.00	47.00	41.00			
Central Southern	549,898	10,038	484,325	257,466	312,000	.....	.....	.....	.....	442,000	80,000	522,000	328,000	47.68	47.68	18.00			
Rogersville and Jefferson	3,500	.....	82,000	12,921	23,000	22,000	.....	.....	.....	140,000	100,000	240,000	123,000	14.00	14.00	.....			
Nashville and Northwestern	307,166	.....	1,157,000	420,000	.....	31,461	.....	.....	.....	1,675,000	200,000	1,875,000	350,000	175.00	167.50	.....			
Memphis and Little Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	350,000	.....	350,000	.....	.....	.....	.....			
Totals	$41,728,000	$3,160,385	$20,015,032	$17,548,185	$17,737,236	$3,019,514	$4,437,126	$2,024,662	$2,411,245	$6,130,000	$1,064,000	$16,031,000	$12,712,000	2,158.49	1,329.88	977.91			

* For two years.

In addition to the list of roads given, the State has made appropriations to four others as follows:

	Length.	Aid Granted—to road bed.	Aid Granted—to bridges.	Total.
Southwestern	60	$600,000	$200,000	$800,000
Knoxv. & Ken.	63	630,000	100,000	730.000
Knoxv. & Char.	55	550,000	300,000	850,000
C.,C.G. & Charl.	94	940,000	20,000	1,140,000
	272	2,720,000	800,000	3,520,000

None of these roads are yet sufficiently advanced to entitle their companies to any part of the State loan. The Knoxville and Kentucky Company have a share capital subscribed of $128,119, and $171,398 paid in. The whole amount provided for by the State has been $19,549,000, of which $12,712,000 has been issued. There remains due to roads which have partly drawn their appropriations, $3,319,000. The latter amount will be the only sums that will probably be called for under any circumstances.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of 9th inst., were as follows:

London—60 days' sight	107¼ per cent.
London—3 days' sight	108¼ "
Paris—60 days' sight, per dollar	5f. 37½c.
Paris—3 days' sight, per dollar	5f. 32½c.
Amsterdam—60 days' sight, per guilder	40c.
Hamburg—60 days' sight, per marc banco	35¼c.
Frankfort—60 days' sight, per florin	40½c.
Bremen—60 days' sight, per rix dollar	77c.

Nesquehoning Valley Railroad.

We learn that most of the work of locating this road has been accomplished by the engineers. Among other things, the company will drive a tunnel through the mountain from Panther Creek Valley into the Nesquehoning, at Breaker No. 7, which will make an outlet from Panther Creek to the Lehigh at Mauch Chunk by a descending grade all the way, and dispense with the stupendous machinery of the four inclined planes over the summit. The tunnel will be about 4,000 feet long, of which about one-third is already made, but requires enlargement. The chutes at Mauch Chunk will also be dispensed with, and pockets erected somewhere between the Northern Liberties and the landing. We believe it is yet undecided whether a bridge will be erected at Northern Liberties, or whether the road will be located on this side of the river, to connect with the Lehigh Valley below the bridge down in the Narrows.—*Mauch Chunk Gazette, Sept.* 26.

The Cotton Crops of the United States.

The New York *Shipping and Commercial List* has published in circular form its annual statement of the Cotton crop of the United States for the year ending Aug. 1. Annexed is a synopsis:

	1861. Bales.	1860. Bales.	1859. Bales.
Louisiana	1,751,599	2,139,425	1,669,274
Alabama	546,794	843,012	804,406
Texas	144,447	252,424	192 043
Florida	121,172	192,724	173,484
Georgia	477,584	525,219	475,788
South Carolina	336,339	510,109	480,653
North Carolina	56,295	41,194	37,482
Virginia	78,132	56,987	33,011
Tennessee, &c.	143,424	108,676	85,321
Total crop U. S.	3,656,086	4,669,770	3,851,481

	Bales.
Decrease from crop of 1860	1,013,684
" " " 1859	195,395
Increase over " 1858	542,124
" " " 1857	716,567

The crop for the last eighteen years was as follows:

	Bales.		Bales.
1860–61	3,656,086	1851–52	3,015,029
1859–60	4,669,770	1850–51	2,355,257
1858–59	3,851,481	1849–50	2,096,706
1857–58	3,113,962	1848–49	2,723,596
1856–57	2,939,519	1847–48	2,347,634
1855–56	3,527,845	1846–47	1,778,651
1854–55	2,847,339	1845–46	2,100,537
1853–54	2,930,027	1844–45	2,394,503
1852–53	3,262,882	1843–44	2,030,409

The exports to foreign ports for the past two years compare as follows:

	1861. Bales.	1860. Bales.	Dec. Bales.
To Great Britain	2,175,225	2,669,432	494,207
To France	578,063	589,587	11,524
To N. of Europe	216,250	295,072	.....
To other ports	158,030	220,082	62,052
Total	3,127,568	3,774,173	646,605

The consumption was as follows:

	Bales.
Total crop of the U. S., as before stated	3,656,086
Add—	
Stocks on hand at the commencement of the year, 1st Sep. '60:	
In the Southern ports	142,613
In the Northern ports	85,095
	227,708
Making a supply of	3,883,794
Deduct therefrom—	
The export from foreign ports	3,127,568
Legs, foreign inclu'd.	701
	3,126,867
Stocks on hand 1st September, 1861:	
In the South'n ports.	37,579
In the North'n ports.	45,612
	83,187
Burnt at N. Orleans, St. Marks, Charleston and Phila.	4,390
Manufactured in Virginia and Mobile	18,893
	23,863
	3,233,437
Total for home use North of Virginia	650,357
Taken for home use in Virginia and South and West of Virginia	198,383
Total consumed in the U. S. (including burnt at the ports), 1860-61	843,740

The estimate of the consumption of the States south and west of Virginia, and not included in the receipts of the ports, for the last four years, is as follows:

	1858. Bales.	1859. Bales.	1860. Bales.	1861. Bales.
North Carolina	26,000	29,000	30,000	33,000
South Carolina	18,000	20,000	21,000	24,000
Georgia	24,000	26,000	28,000	32,000
Alabama	8,000	10,000	11,000	12,000
Tennessee	10,000	13,000	15,000	17,000
On the Ohio, &c.	39,000	45,000	49,000	52,000
Total	125,000	143,000	154,000	170,000

To which, if we add (for the past year), the stock in the interior towns 1st September (say 6,200 bales), the quantity detained in the interior (say 25,000 bales), and that lost on its way to market (9,000 bales), to the crop as given above, received at the shipping ports, the aggregate will show, as near as may be, the amount raised in the United States the past season—say, in round numbers, 3,866,000 bales (after deducting 300 bales new crop received this year to 1st ult.), against:

Bales.	Bales.	Bales.
1860. 4,805,800	1857. 3,014,000	1854. 3,000,000
1859. 4,017,000	1856. 3,335,000	1853. 3,360,000
1858. 3,247,000	1855. 3,186,000	1852. 3,100,000

The quantity of new cotton received at the shipping ports to 1st September, was, in

	Bales.		Bales.
1861	300	1858	8,031
1860	51,600	1857	100
1859	12,339	1856	1,800

The preceding statement of the crop, is that of the United States, as a whole, and does not purport to be the crops of the States, though the shipments, stocks, &c., are necessarily arranged under the different leading shipping ports or States, as the case may be.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (8, F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Conpon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Conpon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	92
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	38½
2d Mortgage	2,000,000	7	------	15½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	75
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	90
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98¾
3d Mortgage (convertible)	445,000	6	1874	101¼
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	98
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103½
2d Mortgage	2,000,000	7	1860	95½
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1867	71
Illinois Central:				
Optional Right Scrip	38,000	7	1868	60½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keoknk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11
2d Land Grant (Western Div.)	353,600	†	------	11
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	176,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	93½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	82
Northern Indiana	985,000	†7	1861	81
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	78½
2d Mortgage	2,850,000	†	1877	63½
***Milwaukee and Beloit:**				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
***Milwaukee and Horicon:**				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	82½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
***New Albany and Salem:**				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100¾
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100½
***New York and Erie:**				
1st Mortgage	3,000,000	7	1867	102
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	85½
4th Mortgage (convertible)	3,729,000	7	1880	71½
5th Mortgage	1,277,000	7	1883	69
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	97
2d Mortgage	1,000,000	7	1864	90
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45¼
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	82
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Conpon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436 830	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672 300	6	1880	88
Mortgage	3,103,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	70½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
***Pittsb'g, Ft. Wayne and Chicago:**				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	350,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[illegible]7,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1876	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
***St. Louis, Alton and Chicago:**				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	60
2d Mortgage (convertible)	2,000,000	7†	'68-'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	66
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	32
3d M. (L. Er., Wab. and St. Louis)	1,547,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
***Vermont Central:**				
1st Mortgage Coupon	2,000,000	7	1861	17¼
2d Mortgage Coupon	1,135,000	7	1867	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Observations on the Niagara Bridge.

By Peter W. Barlow, Esq., C. E., F. R. S., F. G. S., &c., &c.

(Concluded from p. 711.)

On the Strength of the Niagara Bridge.

The bridge is supported by four cables, each containing 60.40 square inches, the two upper of which have a deflection of 54 feet, and the lower pair 64 feet. The strain at the points of support, in relation to the weight, will be obtained as follows:

Let d represent the deflection,
w the weight,
s the half span,
and T the tension.

$$T = \frac{w}{4d}\sqrt{4 \times d^2 + S^2}, \text{ or,}$$

The cables having different deflections, the strain with a given weight will vary in each pair of cables, which is undoubtedly a defect in the bridge; because in the summer the lower pair will do the principal duty, and in winter the upper pair. There is, however, such an abundance of strength, that no strain can ever arise on either cable that approaches the limit of elasticity, that the mean deflection of 59 feet will fairly represent the average strain on the cables. Therefore

$$T = \frac{w}{4 \times 59}\sqrt{4 \times 59^2 + 410.66^2} = 1.81.$$

The total weight between the towers is estimated by Mr. Rœbling at 1,000 tons, and therefore the strain on the cables from the bridge alone will be 1810 tons. The ultimate strength of the four cables is estimated from actual tests of each wire at 11,904 tons.* The ratio of strength to the ordinary strain will, therefore, be as 6.5 to 1, and the strain per square inch of iron wire, 7.5 tons.

The strength of the iron, being 100,000 lbs. per square inch, as estimated by the engineer, is unusually high; but it is arrived at by actual test, and the metal was of the best quality, as will be seen by reference to the specification.† The capability of manufacturing iron to resist tensile strains, of such superior quality to that used for girders, produces one of the practical advantages of the suspension principle, by reducing the weight of the structure, which in large spans causes the principal strain they have to contend with.

As the weight of the bridge is limited by regulation to 300 tons, the greatest strain on the cables, including the weight of the bridge itself, will not exceed 2,350 tons, or under one-fifth of the ultimate strength of the cables, and therefore it is fully of the strength required by the officers of the Board of Trade of this country for railway bridges.

On the Durability of the Niagara Suspension Bridge.

This, like every railway bridge in England has been subjected to the test of a load exceeding what it can be subjected to in practice; there is, therefore, a margin in every bridge for deterioration of a determined amount, being the difference between the actual test of the bridge and the greatest load it will afterwards receive.

But this is not the only security as to durability. In addition to the margin obtained by actual experiment, there is a much greater intended margin, the security of which as an actual test of strength depends on calculation; that is to say, the ultimate strength of the structure is intended to be much greater than the test applied; and in the case of the Niagara, is estimated to be equal to endure a strain of five times the test applied, including the weight of the bridge itself.

In comparing the durability of railway structures, the certainty of the calculation on which this depends is an important element in the question.

With regard to the actual deterioration from oxidation, the progress is so slow that its operation in a suspension bridge, where every part can be got at and painted, will not be an appreciable amount. Tube bridges, or any structures composed of thin plates, and cells difficult to be got at, will be more liable to loss of strength from this cause.

Another supposed cause of decay in the strength of iron structures, is the alteration in the mechanical conditions of the fibres of the metal from continual vibration. There is no doubt that violent and continuous vibration of iron will effect its tensile strength after a length of time, but it is clear that it must be of a very severe character to produce any injurious result, because the parts of machinery of various kinds, and none more so than a marine steam engine, have to endure an amount of constant vibration which would soon exhibit itself if iron was readily affected. That steel wire will bear violent vibration without injury is proved by the durability of musical instruments, and the existence of suspension bridges constructed without girders for so many years, in which the most severe vibration occurs in every gale of wind (as is so forcibly described in the report of General Pasley and Mr. Provis), satisfies me that, in a structure like the Niagara Bridge, where the cables are subjected to a moderate tension, and may be said to be free from vibration, their durability will not be less than the masonry of which the towers are built.

In large girders, which are admitted to be of necessity much heavier, and of their own weight to create a larger constant strain on the metal, the destruction will be more rapid. But the feature in girder constructions which to my mind renders their durability doubtful, is the fact that they depend for their strength and safety on the compressive, as well as the tensile resistance of iron, and consequently the estimated margin of strength is more doubtful, because the power of a bar to resist compression is not always correctly measured, as in a tension bar, by the section of metal. As long as a compression bar or tube maintains its figure, its power of resistance is in proportion to the section; but when you have large girders to deal with, and serious compressive strains, no calculation derived from model experiments is to be depended on; an engineer cannot be certain that a few tons in excess of his actual test will not cause buckling and the destruction of the bridge, and therefore there does not exist in girders or arches that certainty of durability that exists in a properly constructed suspension bridge.

Before concluding my observations on the Niagara Bridge, it is necessary to say a few words on its imperfections as well as its good qualities. I have before referred to the two cables having a different amount of deflection, which it appears has arisen from its having been designed in the first instance for road traffic alone. The effect of this is, that the deflection from expansion will be different in the two cables; and thus the principal work is done in the winter by the upper cable, and in the summer by the lower cable. This difference, which amounts to about 2 inches, is not sufficient to bring any serious strain on the cables, but it is calculated to cause an irregularity in the weight on the suspension rods, which may possibly lead to a little inconvenience.

A second objection is, the use of timber for the longitudinal trussing and flooring. It is objectionable from presenting more surface to the action of the wind, but more particularly from much greater weight of material being required to gain a given longitudinal stiffness. Fir timber of a given weight will extend or compress 2.5 times the amount of a similar weight of good wrought iron, although the specific gravity is as 1 to 10; and the parts of an iron truss or girder admit of being secured together so as to retain a larger proportion of the action of the fibres than is the case with wood.

A suspension bridge should have the platform or roadway also of iron, so as to act as a horizontal girder and resist the action of the wind. By the use of iron in the platform and girders, a weight of 400 tons in the place of 600 tons of timber would have reduced the deflection of the wave to one-third, and would have rendered unnecessary any anchorage to prevent the action of the wind.*

A third and final objection applies to nearly all suspension bridges, hitherto constructed, viz., the cables are supported on carriages on rollers, instead of being attached to the towers.

An engineer, when he constructs an arch, would not expect to have a rigid structure if he placed the abutment on rollers, and how can he expect in a suspension bridge to have rigidity if he adopts a similar expedient?

We are apt to follow what has been previously adopted without reflection, and desire to avoid the responsibility of a change of an adopted system; but there is no difficulty in attaching the cables to the towers if they are of iron, and constructed so as to act as vertical girders, to resist the inequality of the weight which may arise on the different spans of a bridge. In fact, you cannot expect perfect rigidity in a suspension bridge as they are now constructed; but there is no reason why they should not be treated like an arch reversed; and if they were so treated there is nothing in the suspension principle to render them less rigid.

There is, however, no intention to imply, by these observations, that the Niagara Bridge is less durable from these omissions to any appreciable extent. I believe, provided the timber and masonry are kept in repair, it will last for hundreds of years, and that a certain degree of motion in a bridge does not effect its strength or durability, provided no strain in any part exceeding the elasticity is produced; at the same time, by the means pointed out, the undulation and vibration, small as it is, would be considerably reduced.†

(To be continued.)

* The wire was manufactured by Messrs. Johnsons, of Manchester, England.

† See report of Mr. Rœbling, C. E., 1856, in "Public Works, British and American," published by John Weale, 59 High Holborn.

Halifax and Quebec Railway.

The Quebec *Mercury* gives the following as the result of the deliberations of the convention:—

"The Governments of the three Provinces—while leaving the choice of route to the Imperial Government—have unanimously determined to recommend to their respective legislatures the renewal of the offer made in 1858, whereby Canada, New Brunswick, and Nova Scotia granted to Her Majesty £60,000 per annum and all the granted lands within ten miles on either side of the line, and a free right of way through all private property, providing Her Majesty's Government by themselves, or through the instrumentality of a private company, complete the railway.

Her Majesty's Government are asked to give a sum of £60,000 per annum for the carriage of the mails, military stores, and troops between Halifax and Quebec, and with that and the provincial grant guaranteed for a series of years, by the Imperial Government, the necessary capital it is thought can be raised to complete the railway.

Against the foregoing sum of £60,000 the Governments of Canada, New Brunswick, and Nova Scotia estimate a saving to the Imperial Treasury of £70,000 per annum, exclusive of the great saving the railway would effect in the Imperial Military expenditure, which amounts at present to about £420,000 a year.

The length of line remaining to be constructed is 360 miles, which can be fully completed and equipped for £3,000,000 sterling.

By completing the construction of the railway from Truro to Riviere du Loup, a direct railway communication will be established through British territory between Halifax, Quebec and Lake Huron, a distance of 1,400 miles, from whence it is intended to open a direct communication with the British Columbia, Vancouver's Island, and the Pacific. There can be little doubt that the immedi-

* The towers should also be of iron, in order that the expansion may correspond with that of the suspension rods. The suspension rods should be at right angles to the cables, and fewer in number, by which the tremor as well as the undulation will be reduced.

† See the report of Mr. Rœbling, C. E., in the *Engineer*, September 21, 1860, and *Jour. Frank. Inst.*, vol. xl., December, 1860, p. 361.

ate completion of the line of railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America. In addition to its adding to the security and permanence of these British possessions, accelerating the communication with the mother country, reviving that identity of interest with her which has been too long engrossed by the United States, the railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion."

Railroad Earnings--Monthly.

The earnings of the Chicago and Rock Island Railroad for September, 1861, were $145,897
Do., 1860 130,579

Increase $15,318

The earnings of the Hudson River Railroad for September, 1860, were. $180,000 14
" 1861 ..... 146,424 39

Decrease $33,575 75

The Illinois Central Railroad earned in September, 1860 .....$259,643 04
Do. 1861 ..... 243,677 75

Decrease $15,965 29

The business of the Cleveland and Mahoning Railroad for September was as follows:

Passengers	$5,616 11
Freight	8,023 14
Ore	1,199 75
Coal	25,364 73
Mail	418 75
Gross earnings	$40,622 48
Expenses	13,253 87
Net earnings	$27,368 61

For 9 months ending September 30, the comparison with last year is as follows:

	1860.	1861.
Gross earnings	$270,775 25	$280,853 21
Expenses	93,455 31	105,919 78
Net earnings	$177,319 94	$174,933 43

The receipts of the New York and Harlem Railroad for September, 1860, were..$105,587 27
1861 ..... 89,345 65

Decrease $16,241 62

The receipts of this road for the fiscal year ending September 30, 1860, were. $1,142,850 87
Do. 1861 ..... 1,144,980 26

Increase. $2,129 39

The earnings of the Toledo and Wabash Railroad for September, 1861, were $142,537 50
Do., 1860. ..... 106,109 32

Increase $36,437 18

The earnings of the Michigan Central Railroad for September, 1861, were.. .....$236,845 97
Do., 1860 ..... 251,423 00

Decrease $14,577 03

Railroad Earnings--Weekly.

The receipts of the Morris Canal for the week and season, compared with those of 1860, have been:

Total to Sept. 22, 1860		$247,662 63
Week ending Sept. 29, 1860		10,742 31
		$258,404 94
Total to Sept. 21, 1861	$188,234 12	
Week ending Sept. 28, '61	7,802 91	
		196,097 03
Decrease		$62,367 91

The receipts of the Grand Trunk Railway of Canada for the week ending Sept. 21, were $64,491 07
Corresponding week, 1860 ..... 79,094 17

Decrease in 1861 ..... $14,603 10
Total traffic from July 1st, 1861. .....$688,667 99
Corresponding period previous year. 721,662 59

Decrease $32,994 60

The receipts of the Chicago and Northwestern Railroad for the 3rd week in September, 1861, were $22,934 24
Do. 1860 ..... 17,912 51

Increase. $5,021 73

The earnings of the Galena and Chicago Railroad the 4th week in Sept., 1861, were. $60,341
Do. September, 1860 52,782

Increase $7,559

The earnings of the Chicago and Rock Island road, the 4th week in Sept., '61, were $37,700
Do. 1860 30,411

Increase. $7,289

The following are the earnings of the Great Western Railway of Canada for the week ending September 27, 1861:

Passengers	$36,628 02
Freight and live stock	25,120 67
Mails and sundries	1,365 54
Total	$63,114 23
Corresponding week of last year	61,207 00
Increase	$1,907 22

The earnings of the Cleveland and Toledo Railroad the 4th week in Sept., 1861, were ...$27,324
Fourth week in Sept., 1860..... 23,060

Increase.. .....$4,264

The earnings of the St. Louis, Alton and Chicago Railroad for the 4th week in Sept., 1861, were $20,777 36
Do. 1860 ..... 18,902 66

Increase in 1861 .....$1,874 70
Total since 1st September, 1861 .....$119,560 25
Do. 1860 ..... 94,927 82

Increase $24,632 43
Total since 1st January, 1861 .....$754,605 63
Do., 1860 ..... 692,194 74

Increase $62,410 89

The earnings of the Michigan Central Railroad, for nine days ending September 30th, 1861, were... .....$89,508 93
Do. 1860 ..... 72,975 64

Increase $16,533 29

The following is a statement of the tolls collected on all the New York Canals for the month of September, and from the opening of navigation to the 1st inst.:

September, 1861	$574,072 88
" 1860	469,515 50
Increase	$104,057 38
From opening of canals to Oct. 1, '61.	$2,495,210 00
Do. do. do. '60.	2,033,411 92
Increase	$461,798 17

The earnings of the Milwaukee and Prairie du Chien Railroad, for Sept., 1861, were. $134,729 00
Do., 1860 ..... 139,761 43

Decrease $5,032 43

Boston Bank Dividends.

The following table presents the capital of each Bank together with the last two semi-annual dividends, and the amount payable October 7th.

	Capital.	Dividends, 1861, April.	Oct.	Am't, October, 1861.
Atlantic	$500,000	3	0	.....
Atlas	1,000,000	4	3	$30,000
Blackstone	750,000	3½	3	22,500
Boston (p. $50)	900,000	4	4	36,000
Boylston	400,000	4½	3½	14,000
Broadway	150,000	3	3	4,500
City	1,000,000	3½	3	30,000
Columbian	1,000,000	3½	3	30,000
Commerce	2,000,000	3½	3	60,000
Continental	300,000	2	3	9,000
Eagle	1,000,000	3½	3	30,000
Eliot	600,000	3½	3	18,000
Exchange	1,000,000	5	4	40,000
Faneuil Hall	500,000	4	4	20,000
Freeman's	400,000	4	3	12,000
Globe	1,000,000	4	4	40,000
Granite	900,000	3½	3	27,000
Hamilton	500,000	4½	4	20,000
Hide & Leather	1,000,000	3½	3	30,000
Howard	500,000	3½	3	15,000
Market (pr. $70)	560,000	3½	3½	19,600
Massachusetts	800,000	$8*	$8	25,600
Maverick	400,000	3½	3½	14,000
Mechanics	250,000	4½	3½	8,750
Merchants'	4,000,000	3	3	120,000
Metropolis	200,000	3½	3½	7,000
Mount Vernon	200,000	..	3†	6,000
Mutual Red'n	561,700	2	2	11,234
National	750,000	3	3	22,500
New England	1,000,000	3½	3½	35,000
North	860,000	3	3	25,800
North America	750,000	3½	3	22,500
Republic	1,000,000	3	2	20,000
Revere	1,000,000	3	2½	25,000
Safety Fund	1,000,000	3	3	30,000
Shawmut	750,000	3	3	22,500
Shoe & Leather	1,000,000	4½	4½	45,000
State (par $60)	1,800,000	3½	3½	63,000
Suffolk	1,000,000	4½	4½	45,000
Traders'	600,000	3	3	18,000
Tremont	1,500,000	4	3½	52,500
Union	1,000,000	4	3½	35,000
Washington	750,000	3	3	22,500
Webster	1,500,000	3½	3	45,000

* The dividend of the Massachusetts Bank is 3.2 per cent. (par $250) equal to $8 per share.

† The Mount Vernon Bank, which commenced operations in November, 1860, pays its first dividend of 3 per cent.

Of the forty-four Banks in the table, the dividends average 3.16 per cent. Two Banks divide 4½ per cent., five 4, nine 3½, twenty-three 3, one (the Massachusetts) 3.2 or $8 per share, one 2½, and two 2 per cent. The Atlantic passes, which is the first time any Bank in Boston has passed its dividend since 1844. Twenty-one Banks pay the same as in April last, twenty-two reduce their dividends, and the Mount Vernon pays 3 per cent. for the first ten months of its operation.—The Continental pays 3 per cent., against 2 in April, but the latter was for the first four months only of its operation.

Minnesota and Pacific Railroad.

The contractors for completing this road to St. Anthony have arrived, bringing with them a locomotive, tender, three platform cars and one passenger car. This rolling stock arrived yesterday morning upon a barge towed by the steamer "Alhambra," and created quite a sensation at the levee. The locomotive and cars were already on a track, placed lengthwise of the barge; and during the forenoon the barge was dropped down to the point near Dayton's Bluff where the railroad, now ready for the superstructure, intersects the

river. Here the bow of the barge was run square against the shore and anchored. A temporary track will be laid from the barge to the roadbed, and the train thus placed in position for track laying. The iron for the completion of this portion of the road is now arriving by every boat from La Crosse. Quite an extensive pile is already on the levee.—*St. Paul Press.*

Railways in France.

The return issued from the French Ministry of Agricultural, Commerce, and Public Works shows that in the half year ending June 30, 1861, the receipts on the *ancien reseau* were, as compared with the corresponding six months of 1860, as follows :

	1861.	1860.
Northern	29,132,213f.	28,381,047f.
Eastern	22,654,950	20,914,887
Western	22,422,927	21,879,631
Orleans	34,058,229	30,688,965
Paris—Mediterrean	55,459,323	45,361,367
Lyons and Geneva	3 278,397	2,857,735
Southern	13,098,143	10.399,966
Vic. Em. (Rhone sec.)	626,854	624,193
Ceinture (Paris)	974,383	844,684
Graissessac—Beziers	231,309	133,419
Besseges—Alais	696,846	504,405
Anzin—Somain	214,473	185,803
Chauny & St. Gobain	9,367	—
Carmaux—Albi	131,755	106,362

It should be observed that the per-centage of increase is reckoned on the average number of kilometres (a kilometre is 0.62 of a mile English) worked, which exhibited no variation in the case of the Northern, Western, Lyons and Geneva, Victor Emmanuel (Rhone section), Ceinture, Graissessac and Beziers, Besseges and Alais, Anzin —Somain, and Carmaux—Albi; although there was an advance of 4 kilometres on the Eastern, 2 kilometres on the Orleans, 3 kilometres on the Paris and Mediterranean, and 2 kilometres on the Southern. The return prepared for the same periods of the receipts on the *nouveau reseau* exhibit the following results :—

	1861.	1860.
Northern	97,700f.	7,074f.
Eastern	9,693,258	8,479,904
Ardennes	1,813,608	1,659,637
Western	2,083,631	1,935,535
Orleans	2,722,891	2,024,463
Paris & Mediterranean	9,237,749	8,164,094
Dauphin	1,375,080	1,173.589
Southern	317,542	269,950

The average number of kilometres worked on the Northern was 32 as compared with 2 in 1860; on the Eastern, 739 as compared with 721; on the Ardennes, 164 in both years; on the Western 312 as compared with 300; on the Orleans, 460 as compared with 359; on the Paris and Mediterranean, 526 as compared with 464; on the Dauphine, 135 as compared with 129; and on the Southern, 99 as compared with 90. There was, therefore, a decrease of 13.81 per cent. per kilometre on the Northern and 0.19 per cent. on the Paris and Mediterranean; but an increase of 11.53 per cent. per kilometre on the Eastern, 10.37 per cent. on the Ardennes, 3.50 per cent. on the Western. 4.97 per cent. on the Orleans, 11.96 per cent. on the Dauphine, and 17.60 per cent. on the Southern. The average length of line worked on the old *reseau* was 6,984 kilometres as compared with 6,958 kilometres; and the earnings were 182,986,169f. as compared with 169,882,464f., showing an increase of 11.93 per cent. kilometre. The average kilometrage in operation on the new *reseau* was 2,467 kilometres as compared with 2,238 kilometres; and the earnings were 27,341,-368f. as compared with 23,714,253f., showing an increase of 4.60 per cent. per kilometre. The new lines opened are therefore making a comparatively less rapid progress than the old trunks, to which, of course, they to some extent act as feeders. The total length of line opened on 30th June in France was 9,460 kilometres, against 9,266 kilometres on 30th June, 1860, being an increase at the rate of 2.31 per cent. for the year. The total receipts to 30th June this year, reduced to pounds sterling, were 8,413,105*l.*, as compared with 7,463,869*l.* in the first half of 1860, being an increase of 946,236*l.* The new lines opened during the year embraced between 1st July, 1860, and 30th June, 1861, were, on the old *reseau*, as follows:—Eastern, Strasburg to Kehl (May 11), 8 kilometres; Orleans, terminal extension at Bordeaux, 2 kilometres; Southern ditto, 2 kilomtres. New *reseau*—Northern, Lens to Ostricourt (Oct. 6), 17 kilometres; Eastern, Gretz to Martcerf (Feb. 2), 16 kilometres; Orleans, Perigueux to Brive (Sept. 17), 72 kilometres; St. Christophe to Rodez (Nov. 5), 29 kilometres; Paris and Mediterranean, Pontarlier to the Swiss frontier (July 24), 11 kilometres; Moret to Montargis (Aug. 14), 51 kilometres; Dauphine, Iseaux to Grand-Lemps (Jan. 2), 6 kilometres. Altogether it must be admitted that the return exhibits a highly satisfactory progress.

A line from Perigueux to Limoges was opened for traffic Aug. 26th. The station at Limoges is situated at the northern extremity of the Champde- Juillet. The line passed under the town by a tunnel of 1,019 metres (about three-fourths of a mile English), and then goes through the territory of the communes of Limoges and Iste, traversing the Vienne by a viaduct of five arches. It also crosses the Briance by a viaduct of eight arches. There are several other tunnels and bridges on the line, which is altogether 96 kilometres or 59 miles in length. The general council of the department of Marne have had under consideration a project of a direct line from Rheims to Rouen by Beauvais. At present the distance between the two towns is *via* Paris 312 kilometres, but by the projected line the distance would be reduced to 271 kilometres. The general council of the department of Gers has unanimously expressed a wish for the execution of a line from Toulouse to Bayonne by Auch. The Paris, Lyons, and Mediterranean has commenced two new sections from Firminy to Confolens, and from Confolens to Puy; the same company has just opened a section from Pontarlier to Verrieres, about 12 kilometres in length. The Northern is about to open the section from Sevran Livry to Villiers-Cotterets. The little suburban line at Lyons to the Croix-Rousse will be opened early next month. In the frightful social conflicts of which Lyons has been the scene, the Croix-Rousse obtained a melancholy prominence. An important line along the valley of the Dordogne through the south-west of France to the port of Bordeaux is under consideration, and several influential landed proprietors of the Dordogne and the Gironde, besides Bordeaux bankers, have had a meeting on the subject. It is proposed to aim in the first instance at the establishment of a line from Libourne to Bergerac.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

To Railroad Companies.

THE advertiser is desirous of an engagement with a first-class Railroad Company as purchasing agent—has been familiar with railroad business during the last twelve years—six, in the position indicated—is a machinist and engineer, and from his extensive acquaintance with manufacturers and dealers in Railroad materials, is confident his services will be valuable to any company desiring such—would be willing to make himself generally useful as Assistant Superintendent or otherwise.

Unexceptionable references as to character, capacity, etc.

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1t* N. Y. Post Office.

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army :—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows :

30 miles or less				10	cents per 100 pounds.
50	"	"		15	" "
100	"	"		25	" "
150	"	"		40	" "
200	"	"		50	" "
300	"	"		75	" "
350 to 400 miles not exceeding				90	" "

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies :

Single animals				3,000	pounds.
2 animals				4,000	"
3	"			5,0.0	"
4 horses				6.5C0	"
5	"			8,000	"
6	"			9,000	"
7	"			10,000	"
8	"			11,001	"
9	"			12,000	"

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

ISAIAH W. SYLVESTER,

ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
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THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
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American Railroad Journal.

New York, Saturday, October 19, 1861.

Government Finances--The Part Performed by the Banks.

The first condition to military success are well ordered finances, which provide the means for carrying on hostilities, and render tolerable the burden they necessarily impose. Other things being equal, the former is always in ratio to the latter. By this test we have a right to infer the success of the government in putting down the rebellion. In the contest it has 22,000,000 whites against 5,000,000, with resources, in time of peace, thrice greater than in ratio to their population. But those of the North remain unimpaired by the war, which at the South has annihilated commerce and trade, rendered their industry almost wholly unproductive, forced all the banks to suspend payment, and destroyed the credit both of the Confederate and State governments. The first penalty paid by the rebels was the ruin of all their material interests. Property is based upon law, and when one is violated, the other is destroyed. We can form a correct estimate of their condition by imagining what that of the North would be in like circumstances. Were we to change places, we should give up the contest without striking a blow.

Labor and capital were never more free than now, in the North, to pursue their ordinary avocations. This freedom enables our people to create ample means for carrying on the war as it proceeds. Harmony of action, consequently, between the capital of the country and the government, was the only thing wanting to complete success. This harmony was effected through the action of the Banks of New York, Boston and Philadelphia, acting in behalf of themselves and of the total banking and available capital of the loyal States. Their action was a pledge of this capital to the support of government, and secured to its obligations a credit which has caused them to be sought for by every person having money to lend, or time or property to sell. Such a credit once established, the banks were immediately relieved of such portion of the government loans as they may not wish to assume. Their course, although dictated by a sentiment of patriotism which is one of the brightest features of the contest, was equally dictated by a wise regard to their own interests. The first condition of property is a stable government. The evidence of its stability, in public opinion, is the market value of its promises to pay. Those of governments believed to be permanent, command a price that yields the very lowest rate of interest. English consols at 90 yield an interest of 3.30. At the average price of United States 6s for the last 10 years, they have produced only about 4½ per cent. to their holders. The rebellion, which carried off one-third of the States, and which was an untried experience, brought down the price of these bonds to 83, at which rate they would realize their holder something over 8½ per cent., or double the ordinary rate. No interest in the country could afford to allow the bonds of government to sink below these figures, or even remain long at them, as such prices would raise a doubt as to its permanency, or, rather, perhaps, ability to protect industry and enterprize in the future, which would necessarily languish and die out. As the assets of banks were in bills receivable, which must, in a great measure, be paid out of the future earnings or productions of the people, a state of things that would interfere with, or discourage their industries, would strike a fatal blow at these institutions. Those of the South are bankrupt precisely for the reasons indicated. Those of the North saved themselves by strengthening the arms of government. This gave a guarantee for the future, assuring the producer that he should be protected in his industries, and that he would find customers for his products, whose industries had been protected as well as his own. The value of their bills receivable depended upon the course they took. If government went down, everything would go with it. If it was sustained in all its functions, it would not be long before our people would make up their losses, and, adapting themselves, with the flexibility of character which is their distinguishing feature, to the new position of affairs, would soon exhibit all the evidence of their former prosperity. Such has been the result. The banks were never in a stronger position than they are to-day, notwithstanding the advances made to government. For all the losses incident to the rebellion, which has withdrawn from us an immense trade, and led to repudiation of debts due to the North of hundreds of millions of dollars, a sum equal to 10 per cent. on their share capital is undoubtedly a sufficient guarantee. With abundant means, and with the natural decline in the line of their discounts, nothing could be really more opportune than to have government come in, as a large borrower, at a high rate of interest.

The financial question of the war has been solved with an ease which is an agreeable surprise to ourselves. We had overlooked the preparation made for it by the action of the banks in November last, in view of political difficulties then impending. It was a part of the plan of the conspirators to break down the government by undermining its credit, and to destroy the power of the North by precipitating a financial crisis. The *role* that Mr. Cobb, then Secretary of the Treasury, performed in

this city, is familiar to all. The Banks, in self-defence, virtually consolidated their capitals, by combining for mutual protection and defence. This combination, which henceforward secured unity of purpose and harmony of action, prepared them for the present crisis. Provisions for taking the loan were fully made nine months before it was offered or even thought of. It was a happy inspiration, or necessity, that laid so deep and broad the foundations. Those who did it, had little idea of the part they were performing in the grand drama. It rendered the success of the rebellion impossible before it unfurled the standard of revolt. It secured to the North that financial independence of all the world, which is as gratifying to ourselves as it is incomprehensible to foreigners. They can not help witnessing the phenomena, but they have not yet penetrated the cause. To most of them, particularly Englishmen, our commercial and political downfall was a matter of course.

The first instalment of the loan apportioned to the banks of the city of New York, $35,000,000, was taken August 19. Their condition at that date, compared with their present one was as follows:

	Loans.	Specie.
August 19	$108,717,434	$49,733,991
October 12	121,318,914	41,139,606
Increase	$12,601,480	Dec. $8,594,385
	Circulation.	Deposits.
August 19	$8,521,426	$92,046,308
October 12	8,733,090	94,188,487
Increase	$211,664	$2,142,179

The increase in their assets, adding specie and loans, has been $3,907,105; increase of liabilities, $2,353,843—gain, $1,553,262. In the loans are included government securities to the amount of $22,802,500. The government is also credited as depositor to the amount undrawn of the first instalment of the loan, or $8,400,000. The following statement will show the condition of the banks with and without the government loan:

WITH THE LOAN.

Loans.	Specie.	Deposits.
$121,318,914	$41,139,606	$94,188,487

WITHOUT THE LOAN.

$98,516,414	$41,139,606	$85,788,487

This statement shows that the ability of the banks to accommodate their regular customers is unimpaired. In fact, the demands upon them from this source are far below their ability to meet.

Of the amount of the first instalment taken by the banks, $12,197,500 has been reimbursed by outside sales, reducing the amount actually paid out by them, to the present time, to $14,402,500. The condition of the first instalment, as far as the banks of this city are concerned, is as follows:

Amount called for	$35,000,000
Paid by Banks	$14,402,500
" " Individuals	12,197,500
Held by Banks to the credit of government	8,400,000
	$35,000,000

The second instalment apportioned to the banks of this city shows in their statement, of October 12, which is as follows:

Loan.	Specie.	Circulation.	Deposits.
$156,318,914	$41,139,606	$8,733,090	$129,188,487

Deducting $35,000,000 from the loans and deposits, and the result will be the same as that already given, and shows the actual condition of the banks, as no portion of the second instalment has been called for.

The position of the banks in reference to individual borrowers and depositors, on the 19th of August and 12th of October, was as follows:

	Loans.	Deposits.
August 19	$108,717,434	$92,046,308
October 12	98,516,414	85,788,487
Decrease	$10,201,020	Decrease $6,257,821

The following is an abstract of the weekly statements of the banks from the date of taking the first instalment to October 12:

	Loans.	Specie.	Deposits.
August 17	$108,717,434	$49,733,990	$92,046,308
August 24	137,663,938	47,119,481	118,456,307
August 31	141 081,474	45,098,113	120,436,010
September 7	139,158,230	41,887,230	114,091,061
September 14	136,565,624	37,529,412	106,760,876
September 21	130,192,258	36,805,177	99,316,831
October 5	149,316,488	39,809,901	120,607,549
October 12	156,318,914	41,139,606	129,188,487

In the last statement the whole of the second instalment is included, and a portion of it in that of October 5.

The variation in the specie column shows the working of the loan, and, in fact, the influence of the expenditures of government upon the financial condition of the country. Upon the negotiation of the loan the government immediately began to draw specie. At one time had reduced the amount to $35,000,000—the reduction being nearly $15,000,000. The lowest average amount for any one week was $36,805,177. The return current has now set in. The amount now held by the banks is only $8,594,384 less than the highest specie point ever reached, and shows already a gain of nearly $7,000,000. The amount of specie in the banks and in the government treasury in the city is $51,768,704, against $54,514,229 on the 19th of August. The tendency is to still greater accumulations. It is not specie that is wanted to carry on the war, but food, clothing, ships, means of transportation, and munitions of war. There is no more reason why these should be paid for in specie in time of war than in a time of peace. It is enough that the government can at all times command all it wants. As a general rule, creditors of governments prefer a check on a bank, to specie, in payment of their claims. They want the money to pay their own debts, due, perhaps, to the banks. Government is, in fact, distinguished in no manner from any other borrower. All its expenditures return immediately into the hands of the people. Its action, consequently, is not calculated to tighten up the market, but by its immense expenditures to make business active, and money plenty.

Chesapeake and Ohio Canal.

This work is in excellent order. Water is abundant, and no interruption has recently been encountered. Since the opening of the season 84,578 tons of coal have been shipped over it from Cumberland.

Chicago, Burlington and Quincy Railroad.

This company is a consolidation of a company of the same name, and the "Central Military Tract Railroad Company." The *old* "Chicago, Burlington and Quincy Railroad Company" was chartered under the name of the "Chicago and Aurora Railroad Company" and constructed a road from the Junction, (30 miles west of Chicago,) to Aurora, 13 miles, in 1849-'50, and an extension thence to Mendota, 45 miles, in 1852-'3. By a contract dated December 13, 1851, it acquired the right to use the Galena and Chicago Union Railroad between the Junction and Chicago, for which it paid 50 per cent. of the gross earnings thereon; and for station service and fuel an additional 20 per cent. In 1845, the title of the company was changed. The earnings of this road for the year 1855, and for the six months ending July 1, 1856, was as follows:

	1855.	1856.
From passengers	$199,419	$111,479
" freight	517,361	216,466
" mails, etc.	5,800	3,487
	$722,580	$331,432
Operating expenses	342,759	185,666
Net earnings	$379,821	$145,766

In 1856, a dividend of 5 per cent. was paid, amounting to $98,352. The financial condition of the company in 1855, and at the time of the consolidation in 1856, was as follows:

	1855.	1856.
Capital stock	$1,475,300	$1,639,100
Bonded debt	1,240,000	1,240,000
Bills payable	270,695	444,736
Other liabilities	202,019	71,633
	$3,288,014	$3,395,469
Cost of road	$2,206,811	$2,278,595
Equipment	554,618	606,027
Bills receivable	71,019	180,313
Other assets	455,566	330,534
	$3,288,014	$3,395,469

The Central Military Tract Railroad Company was chartered for the purpose of constructing a railroad between Galesburg and Mendota, a distance of 79 miles. The road was completed and opened for traffic in December, 1854—having been finished and brought into use by sections within that year. The following is a statement of the earnings and expenses of this road from May 1, 1855, to June 30, 1856:

From passengers	$239,181
" freight	305,175
" mails and miscellaneous	9,083
	$553,439
Expenses	313,991
	$239,448

A dividend of 3 per cent. was declared in 1856, amounting to $38,175. The financial condition of the company in 1856 was as follows:

Capital stock	$1,262,500
Bonded debt	1,854,000
Bills payable	279,050
Other liabilities	55,988
	$3,451,538
Cost of road	$2,603,967
Equipment	316,274
Bills receivable	101,111
Other assets	430,186
	$3,451,538

The business connection between these companies commenced on the completion of the Central Military Tract railroad. The Peoria and Oquawka railroad, between Galesburg and East Burlington, opened in March, 1855, was leased by the companies conjointly at a rent of $45,000 per annum, and the three, in connection with the Galena and Chicago Union railroad, operated from that date as one line, under the title of the "Chicago and Burlington Railroad Line." On the 9th of July, 1856, the Chicago, Burlington and Quincy, and the Central Military Tract companies were consolidated under the title of the former; but in relation to matters of account, it was agreed that the consolidation should date from the first of the same month. On the 28th of June, 1856, the contract with the Galena and Chicago Union Railroad Company was so modified that this company was to pay for the use of the track between the Junction and Chicago 27 per cent. of the earnings instead of 50 per cent. and for station service and fuel 25 per cent. instead of 20 per cent.—the latter provision to cease on the 1st May, 1857. This agreement was to terminate in five years and might at any time be terminated by either party giving two years' notice to that effect. In 1860, the contract was extended for a further term of five years commencing on the 1st May, 1861. The Chicago, Burlington and Quincy Railroad Company has the right under its charter to construct a separate line from Aurora to Chicago and has already provided for such under the general mortgage executed 1st January, 1858. The company has continued to occupy and operate that part of the Peoria and Oquawka Railroad between Galesburg and Burlington under the contract and lease with that company: this company accounting for the earnings over and above paying the operating expenses of the same. Moss, Harding & Co., the contractors and lessees of that part of the road between Galesburg and Peoria, continued to occupy the portion between Galesburg and Burlington for their trains up to October last, which resulted in an active competition for the business, and largely reduced the earnings on and from that road. At that time an agreement was entered into with these gentlemen, whereby these two interests are no longer hostile to each other. In pursuance of this agreement this company has advanced to them a considerable sum of money, for the safety of which their claim upon the road in the hands of a trustee stands as security. The interest of these gentlemen in the road arises from a construction contract to build 36 miles of road from Galesburg, east towards Peoria, and equip the road from Peoria west, under which contract they hold the road from Peoria to Burlington, subject to the lease of this company, until their debt is fully paid. The amount claimed by them is $1,700,000.

The Chicago and Burlington Line is composed of the following roads:

Galena and Chicago Union, from Chicago to Junction	30 miles.
Chicago, Burlington and Quincy, from Junction to Galesburg	138 "
Peoria and Oquawka, from Galesburg to Burlington	42 "
Total length	212 miles.

The aggregate earnings of this line for the fiscal year ending April 30th, have been as follows:

	Freight.	Pass'gers.	Mails, etc.	Total.
1856..	$1,051,703	$543,856	$17,660	$1,613,219
1857..	1,367,369	628,058	28,054	2,023,481
1858..	1,072,025	552,951	25,363	1,850,339
1859..	843,157	420,358	25,379	1,288,894
1860..	933,456	392,214	58,257	1,383,957
1861..	1,288,919	399,643	43,522	1,732,084
	$6,556,629	$2,937,110	$198,235	$9,891,974

The following relates solely to the Chicago, Burlington and Quincy Railroad Company:

The amount of capital stock authorized was $6,000,000, of which $4,689,340 has been paid.

Funded Debt—$5,124,515 62, described as follows:

1st mortgage (Chic. & Aur.) 7 per cent. inconvertible bonds, $274,000—issued 1st July, 1852, and payable, principal 1st July, 1867, and coupons semi-annually in New York.

2d mortgage (Chi. & Aur.) 7 per cent. inconvertible sinking fund bonds, $303,000—issued 1st October, 1854, and payable, principal 1st October, 1869, and coupons semi-annually in New York. Whole issue authorized $600,000. Of these bonds $207,000 are held by the Trustees of the sinking fund, leaving the outstanding balance $96,000.

1st mortgage (Cen. Mil. Tract) 7 per cent. inconvertible bonds—$320,000—issued 1st July, 1854, and payable, principal 1st July, 1864, and coupons semi-annually in New York. Whole issue authorized $800,000.

2d mortgage (Cent. Mil. Tract) 8 per cent. convertible bonds, $216,000—issued 1st May, 1856, and payable, principal 1st May, 1868 and coupons semi-annually in New York. Whole issue authorized $700,000.

Convertible (Cent. Mil. Tract) 8 per cent. bonds, $48,000—issued 1st March, 1856, and payable, principal 1st March, 1876, and interest semi-annually in Chicago. The original issue was $350,000.

1st mortgage (consol.) 8 per cent. sinking fund bonds (inconvertible) $2,172,000. Also—

1st mort. (consol.) 8 per cent. sinking fund bonds (convertible), $291,000—issued 1st January, 1858, and payable principal 1st January, 1883, and coupons semi-annually in New York. Whole amount authorized $5,000,000, including $1,000,000 appropriated to the construction of an extension of the road from Aurora to Chicago and $1,000,000 for the future wants of the company. The issue (at present limited to $3,000,000) is secured by a mortgage on the whole road and equipment. All the issues of the old companies are exchangeable into these bonds, which have been made convertible or inconvertible to meet the character of the bonds outstanding. A sinking fund, to which is paid 1 per cent. per annum, is provided for their redemption, and to date $103,000 have been purchased by the trustees.

Chicago, Burlington and Quincy 2d mortgage inconvertible 4 and 4½ per cent. sinking fund bonds, $813,000, payable July 1, 1890.

Scrip issued for Northern Cross 2d mortgage bonds, $687,515.62, payable in 32 semi-annual instalments, commencing Jan. 1, 1861, without interest.

Cost of Road Mileage, Earnings, Expenses, etc., Yearly.

Years.	Cost of Road and Equipment.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earn'gs less Exp'ses.	Dividends. Am't.	p.c.
	$		$	$	$	$	$	$	$	
1856-'57..	6,991,816	138	409,231	959,172	20,890	1,389,293	725,527	663,766	561,375	15
1857-'58..	7,469,926	138	430,881	1,053,118	21,168	1,505,167	746,422	758,745	231,465	5
1858-'59..	7,468,926	138	333,391	689,737	21,445	1,044,573	710,301	334,272	.....	..
1859-'60..	7,468,926	138	333,422	828,482	53,409	1,215,313	813,573	401,740	.....	..
1860-'61..	7,468,926	138	335,363	1,134,354	39,149	1,508,866	752,597	756,269	232,715	5
Total	.....	...	1,842,288	4,664,863	156,061	6,663,212	3,748,420	2,914,792	1,025,585	25
Average..	7,373,704	138	368,458	932,,972	31,212	1,332,642	749,684	582,958	205,117	5

Income Account for the Years ending April 30th.

	1857.	1858.	1859.	1860.	1861.
Surplus from last year	$157,065*	$.....	$388,964	$545,236	$733,223
Over-credit to dividend account	.....	.....	.....	750	.....
Passenger earnings	409,231	430,881	333,391	333,422	335,363
Freight "	959,172	1,053,118	689,737	828,482	1,134,354
Mail, etc. "	20,890	21,168	21,445	53,409	39,149
Interest and exchange	17,402	.....	52,983	18,395	5,562
Sundries	.....	105,587†	.....	.....	.....
Deficit	28,538	.....	.....	.....	.....
Total income	$1,592,298	$1,610,754	$1,486,520	$1,779,694	$2,247,651
Deficit from last year	$... ...	$28,538	$.....	$.....	$.....
Operating expenses	716,288	694,400	541,006	678,159	752,597
Rent of depots at Chicago	.....	.....	28,777	40,000	40,000
Taxes	9,239	30,654	21,312	31,177	22,450
Loss on Peoria and Oquawka R. R.	.....	21,368‡	28,381	26,072	.....
Rent of P. & O. R. R., unadjusted April 30, 1856	.....	.....	22,500	.....	.....
Expenses of transfer office	829	1,585	600	5,158	600
Interest and exchange	.....	45,144	.....	.....	.....
Interest on bonds	168,040	168,636	230,383	227,740	223,502
Improvement account	.....	.....	68,325	38,165	39,325
Dividends	697,902‖	231,465	.....	.....	232,715
New cars, buildings, etc.	.....	.....	.....	.....	46,087
Surplus to next year	.....	388,964	545,236	733,223	890,375
Total disbursements	$1,592,298	$1,610,754	$1,486,520	$1,779,694	$2,247,651

* Balances from old companies, viz. from C. B. & Q., $129,671, from C. M. T. $26,789, and from sundries, $605.

† Materials on hand, April 30th, 1857, viz. $134,985 less deductions on settlement.

‡ Excess of rent and operating expenses over earnings on Peoria and Oquawka Railroad for 3 years.

‖ Dividends 1856-'7—includes $98,352 or 5 per cent. on 16,392 shares of old C. B. & Q. Co., and $38,175 or 3 per cent. on 12,725 shares of old C. M. T. Co., based upon the balances each brought into the new company.

OPERATING EXPENSES FOR THE YEARS ENDING APRIL 30TH.

	1857 (10 mo.)	1858.	1859.	1860.	1861.
Train service	$73,053	$85,795	$64,381	$72,274	$88,768
Station "	58,532	59,757	47,638	64,380	65,532
Water "	4,914	9,992	6,824	9,661	12,697
Re-rolling iron rails	.....	.....	.....	.....	50,519
Shop service	49,938	.....	.....	.....	.....
Repairs of machinery and tools	3,360	.....	.....	.....	.....
" track and bridges	81,635	122,217	108,703	157,364	131,795
" buildings and fences	7,453	4,598	4,473	6,344	10,467
" engines	84,670	72,192	59,174	80,858	92,339
" passenger cars	26,170	15,897	13,954	15,097	18,940
" freight cars	40,492	72,192	45,014	59,774	79,034
Loss and damage	22,844	13,949	10,075	9,655	4,420
Fuel	153,592	106,372	78,202	80,868	89,837
Oil and waste	28,611	24,152	18,364	22,358	18,131
Miscellaneous	25,451	31,466	17,076	25,980	26,491
Proportion of line expenses	63,553	75,822	67,128	73,546	63,626
Total	$716,288	$694,400	$541,006	$678,159	$752,597

ABSTRACT OF BALANCE SHEET YEARLY.

	1st July, 1856.	1st May, 1857.	1st May, 1858.	1st May, 1859.	1st May, 1860.	1st May, 1861.
Construction	$5,044,030	$5,748,967	$6,068,530	$6,068,054	$6,067,927	$6,062,927
Equipment	998,340	1,242,849	1,400,396	1,400,872	1,400,999	1,405,999
Sink'g f.—C.& A. 2 m.b'ds	39,000	54,000	105,000	138,000	172,000	207,000
" C.B.&Q.inconv.	.....	.....	.....	30,000	58,000	103,000
" " convert.	.....	.....	.....	.....	6,000	.....
Payments to Moss, Harding & Co.	.....	.....	.....	.....	.....	406,757
Peoria & Oquawka R. R. 2d mortgage bonds	50,000	50,000	50,000	50,000	50,000	50,000
Do. construction	.....*	337,050	416,500	434,158	465,359	518,346
Northern Cross R.R. 1st m.	.....	.....	.....	.....	.....	813,000
Do. 2d mortgage bonds	.....	.....	107,000	189,000	189,000	881,000
Scrip issued for do	.....	.....	.....	.....	.....	687,516
Quincy & Chi. 3d mort.	.....	.....	.....	7,000	7,000	7,000
Do. special	.....	.....	.....	.....	.....	50,227
Share capital, C. B. & Q. Railroad Company	.....	.....	2,200	2,200	2,200	.....
Steam ferry boats	.....	.....	.....	20,479	16,679	28,922
Materials on hand	.....	.....	214,834	141,366	99,111	100,546
Acc'ts and bills receivable	.....*	285,500	13,900	43,244	101,998	164,794
Income account	.....	28,538	.....	.....	.....	.....
Sundry accounts	618,759	218,900	38,171	59,706	50,086	52,253
Deposits & cash in treas'y	.....*	125,152	67,979	84,062	15,464	189,033
	$6,749,949	$8,119,496	$8,484,510	$8,668,201	$8,701,823	$11,041,204
Share capital	$2,911,810	$4,626,440	$4,631,540	$4,631,540	$4,631,540	$4,689,340
Chic. & Aurora, 1st mort.	640,000	640,000	464,000	405,000	399,000	274,000
Do. 2nd do.	600,000	600,000	318,000	303,000	303,000	303,000
Cent. Mil. Tract, 1st mort.	800,000	800,000	592,000	400,000	392,000	320,000
Do. 2nd do.	700,000	450,000	366,000	281,000	245,000	216,000
Do. b'ds 1854-'68	17,000	17,000	17,000	17,000	7,000	.....
Do. 1856-'76	350,000	88,000	68,000	62,000	51,000	48,000
Chicago, Burl. & Quincy, 1st mort. (income) b'ds	.....	.....	1,229,000	1,495,000	1,509,000	2,172,000
Do. 1st mort. (convert.)	.....	.....	104,000	195,000	252,000	291,000
Do. 2nd mort. (inconv.)	.....	.....	.....	.....	.....	813,000
Bills payable	300,983	704,577	295,429	296,960	131,861	213,747
Sundry accounts	266,697	193,477	10,577	36,965	47,199	123,243
Income account	156,460	.....	388,964	545,236	733,223	890,375
	$6,747,949	$8,119,496	$8,484,510	$8,668,201	$8,701,823	$11,041,204

* Included under the head of "sundry accounts."
† Includes $128,807 being instalments on stock.

An agreement was entered into on the 4th o June, 1860, between this company and a large majority of the 1st and 2d mortgage bondholders of the Northern Cross (now Quincy and Chicago) Railroad Company, which provides that this company shall purchase the bonds of the 1st mortgage bondholders, parties thereto, by an exchange of a like amount of the mortgage bonds of this company, having 30 years to run with interest payable semi-annually at the rate of 4½ per cent. per annum for the first 15 years and 4 per cent. per annum for the last 15 years. Also, that they shall purchase the bonds of the second mortgage bondholders, parties to said agreement, by an exchange of the scrip of the company, payable in equal semi-annual payments, extending over 16 years, without interest. All the past due unpaid coupons of both classes of bonds are included in the purchase of the bonds, while the bonds and scrip of this company issued in exchange, are only for an amount equal to the principal of the bonds purchased. There were $1,200,000 of 1st mortgage bonds issued by that company—$813,000 of which have been exchanged. There were $811,000 of the 2d mortgage bonds of that company outstanding, besides the $189,000 owned by this company, at the time the agreement was entered into—$692,000 of which have been exchanged for a like amount of scrip. The whole amount now held by this company is therefore $881,000. In making arrangements for the foreclosure of one or both of these mortgages, it has been found expedient for this company to pay and assume the advances made by the trustees in payment of interest on the bonds of that company, and for services and expenses of the trustees, amounting to about $108,480, which will be a first lien on the income of the road. Also to assume and pay the amount advanced by them for depot grounds and buildings for that company, amounting to about $61,525, rents for which are a first charge upon the income of the road.

Locomotive Performances on the Illinois Central Railroad for August, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for August, 1861, from which the following is compiled:

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. trains.	18,879	16,982	14,305	50,166
" freight "	58,100	10,852	33,477	102,429
" other "	19,575	8,266	6,276	34,117
Tot. miles run.	96,554	36,100	54,058	186,712
RUNNING EXPENSES.				
Lbs. of waste.	1,254	600	636	2,490
Gallons of oil.	825	362	450	1,637
Cords of wood	838	827	345	2,010
Tons of coal.	1,792	.....	956	2,748
Cost of wages.	$3,384	$1,315	$2,174	$6,873
" repairs	4,758	2,539	2,977	10,274
" stores.	693	309	373	1,375
" fuel	6,071	2,893	2,880	11,845
" cleaning engines.	454	209	331	993
Total cost	$15,360	$7,265	$8,735	$31,360
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, and tallow.	0.71	0.85	0.68	0.73
For repairs	4.92	7.04	5.50	5.50
For fuel	6.28	8.01	5.32	6.35
For wages	3.50	3.64	4.02	3.68
For cleaning	0.48	0.58	0.61	0.53
Total	15.90	20.12	16.15	16.79
AVERAGE MILES RUN.				
To 1 c'd wood	42.35	43.66	50.42	45.47
To 1 ton coal.	35.66	.....	40.78	38.22
To 1 pt. of oil.	14.19	12.47	15.05	14.26
Average number cars per trip of 100 miles	16.19	7.83	11.08	12.61

NOTE.—The above oil includes that used in head-lights and lamps of engineers.

Wood is rated at $3.50 per cord; coal, $1.75 per ton, loaded on tenders.

Average cost per mile of passenger engines..14.41
" " " " " freight " ..17.85
" " " " " construction " ..22.51
" " " " " switching " ..13.93
" " " " " freight engines using wood for fuel..23.90
Average cost per mile of freight engines using coal for fuel..15.38

☞ It is said that the receipts of the Pennsylvania Railroad Company for the last fiscal year exceed $7,000,000.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '59	61.4	10.6	64.5	—	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4	.....	844,772	502,579	10	136
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,035	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,506	3	—
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N.Haven, N. Loudon and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,623	117.4	579,659	925,075	325,573	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	511,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	—
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764.574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	66
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,297,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	53
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,200	—	72
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	0 6,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,729	708.3	.....	2,721,591	850,630	—	68½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	**	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,100	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	....	— }	12	10	165	} Lexington and Frankfort	590,401	52,200	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	—
31 Aug. '60	53.7	—	....	185.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	248.969	108,434	1,710,819	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '61	54.7	—	.....	4	10	93		Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	----
31 May, '59	51.3	—	.....	11	13	118		Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	96½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	13.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,679,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	42
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	104
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	101
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	104½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,990	168,400	11,058	.....	47.2	77,522	122,637	45,612	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	531	Connecticut River	1,614,385	187,558	—	1,691,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	79
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	61
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	c	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,611	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	28.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	—
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	99
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	10½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,963.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	108½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Sep. '60	183.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- --	--	--	--	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- --	--	--	--	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	52
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	19½
-- --	--	--	--	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	.....	—	—	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	—	—	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	—	—	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	.....	—	—	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,890	236,0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	----
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- --	--	--	--	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	8,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334.532	459,659	128,366	8	63½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	82.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	113
31 Dec. '60	—	—	—	2.0	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	—	—	.....	.....	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,300	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,000	600,000	718	1,740,715	18.7	6 mo.	235,553	112,441	6½	----
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,868	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	355,870	—	1,[illegible]00,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	38½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	32
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	162.9	—	1,142,851	432,716	—	13½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	54,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,500	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	86,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,706,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	37.9	—	42	439	Cleveland, Colmmbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,084,692	674,276	12	99
31 Dec. '60	67.0	—	—	—	18.0	12	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	80
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	910,971	493,956	—	38
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	60	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,400	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	84,196	4,709,137	138.0	637,835	1,200,499	341,591	8	78
31 Dec. '58	178.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,900	5,523,135	205.9	452,635	450,245	58,580	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	585,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	195,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	906,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,516,688	6	72
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	600,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84.017	8,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,280,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	484
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,694,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	4½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,392	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,289	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,681,158	3,065 289	3,474,545	13,261,960	17,163,947	367,489	32,407,121	423.0	3,476,812	5,932,701	2,296,402	—	40
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,096	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,812,646	1,625,985	—	18½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	—	—	39	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,300,000	—	—	200.6	45,677	1,288,597	471,712	6½	39

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of Shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,325,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------	------	-------	-------	-------	------	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	-------	-------	-------	------	----
30 Sep. '59	9.2	15.3	14.9	—	---	---	---	Schuylkill Valley	573,616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	------	-------	96,227	54,582	------	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	---	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	114,126	61,848	------	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	-------	-------	29.6	-------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	-------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	-------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	-------	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	------	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	------	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	------	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	-------	341,190	125,871	------	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	------	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	------	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,833	-------	-------	------	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	------	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	†20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	-------	------	-------	-------	-------	------	----
1859	100.0	—	30.6	85.8	-------	-------	-------	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	------	-------	-------	-------	------	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859	-------	—	----	—	-------	-------	-------	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	------	-------	-------	-------	------	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	-------	-------	-------	Winchester and Alabama	-------	-------	-------	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	------	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	------	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	------	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275.000	240,000	171,563	-------	50.0	31,300	32,670	-------	------	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	------	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	------	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	-------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,089,708	617,743	—	2,232,276	3,172,550	879,119	6,385,045	119.6	349 449	354,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	-------	-------	-------	Vermont and Canada	1,350,695	-------	-------	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	91
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,104	793,200	-------	-------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	---	---	---	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	------	-------	-------	-------	------	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,034	156,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	-------	-------	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345.427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,066	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	-------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	288	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,480	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	-------	55.0	-------	-------	-------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	-------	-------	-------	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	-------	7,500,000	234.4	-------	883,186	439,943	—	18½
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	-------	-------	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	----
— — '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	-------	-------	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	-------	-------	-------	-------	-------	81.0	166,245	-------	-------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	-------	-------	-------	-------	-------	24.0	37,081	-------	-------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	-------	-------	-------	-------	-------	96.6	254,530	-------	-------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	89,222	-------	-------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	-------	-------	4,451,012	108.0	193,683	116,225	41,985	—	---
30 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	-------	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	----	----	----	Nova Scotia	-------	-------	-------	-------	-------	-------	-------	61.5	-------	-------	-------	—	----
								NEW GRANADA.													
— Dec. '60	48.7	—	----	—	---	---	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	-------	1,550,873	1,936,131	12	117

New York Stock Exchange.

Sale Prices for the week ending Oct. 16, 1861.

	Th.10.	F.11.	Sat.12	M.14.	Tu.15.	W.16.
Federal Stocks:—						
U. S. 6s, 1871	82	----	----	----	----	85
U. S. 6s, 1874	82	82	82⅜	83⅜	86	84½
U. S. 5s, 1865	88	87⅞	87½	88	89	----
U. S. 6s, 1881. reg.	92½	92⅜	93½	95	95	94⅜
U. S. 6s, 1881, cou.	----	93½	93¾	95¾	95½	95⅜
U. S. 6s, 1862	96½	96¼	----	96	97	97
U. S. 6s, 1867	91⅜	----	----	----	----	----
U. S. 6s, 1868	101	----	----	----	----	----
Treas. 12 p. c. notes	101	101	101	100¾	----	101
" 6 " 2 years	99⅜	99⅜	99¾	99½	99⅛	----
State Stocks:—						
California 7s	82	81½	----	82¼	83	----
Georgia 6s	----	----	----	66	----	----
Illinois 6s	----	----	----	83	----	----
" Canal bonds	82	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	57	----	57
Maryland 6s	----	----	----	----	----	----
Michigan 6s	82⅜	----	83	83	----	83⅜
" 7s war loan	87½	87½	----	88	88	----
Minnesota 8s	----	----	80	----	----	----
Missouri 6s	43⅜	43½	43¼	45	47	45⅜
Do. iss. to Il.&St.J.R.	48	----	----	48½	48½	48½
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	----	60⅜	60⅜	60½	----	60
South Carolina 6s	----	55	----	----	55	55
Ohio 6s	----	89⅞	90	90	91	----
Tennessee 6s, 1890	----	42⅝	42½	42½	43	43½
Virginia 6s	----	47½	----	47½	----	----
Railroad Shares:—						
Chicago, Burl. and Q.	63½	63	64½	66	66½	66
Chicago and Rock Isl.	48	48⅜	49½	51½	52½	53
Clev., Col. and Cin.	----	98	98	99	----	----
Clev. and Pittsburg	----	10⅜	11	----	11½	11½
Clev. and Toledo	36½	35⅜	37⅛	38½	38¾	38
Del., Lack. and West.	----	----	----	----	72	----
Galena and Chicago	70⅛	69⅞	71	71½	71⅝	72
Hudson River	37	35⅝	37	37½	38½	38½
Illinois Central (scrip)	67	66½	66½	68½	69⅛	68½
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	48	46½	47⅛	50	52	52
M. S. and N. I. guar'd,	37⅛	37½	39½	40½	40¼	39⅜
M. S. and N. I.	17½	17½	19	19½	19½	19⅛
Mil. and P. du Chien	19	----	----	18½	19	----
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	54	----	----	----	----	----
New Jersey	----	----	114	----	----	----
New Jersey Central	----	113	113	----	----	----
New York Central	78	77½	78⅜	79⅛	79½	78⅜
Erie	30	29⅛	31½	33	33⅜	32¼
Erie pref.	48	----	48½	48½	50	----
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	11⅜	12	12½	13	14	13⅜
N. Y. and H. "pref."	28½	28	29½	31	35	35
Panama	----	117	118	118	----	117
Phila. and Reading	----	36	37	36⅞	37	36½
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	39	----	----	40	40½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	81	81	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	----	76	76	76½	76¼
Chl., Bur. and Q. 8 p.c	92½	----	----	----	93½	----
Chl. and R. I. 1st M. '70	----	94	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1M. 8p.c. '63	----	98	----	----	----	----
" 2M. 8p.c. '75	----	----	----	----	97	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1M. 7p.c. '69	----	----	----	104	104	----
" 2M. 7p.c. '60	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	89	----	89½	90	----
" " 6p.c. '75	----	89	----	89½	90	----
L. Erie & Wab. 1 M.	----	70	----	----	71	----
" " 2 M.	----	----	40	----	41	41
La Crosse & Mil. L. G.	----	----	----	----	11⅜	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S.F. 8 p.c. '82	----	----	----	----	90	----
" conv. 8p.c. '69	----	95	----	----	----	----
Mich. Southern 1st M.	83	----	83½	----	----	----
" " 2d M.	----	----	----	----	59	----
" " S. F.	78½	----	78½	80	80½	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	82	----	82	----	82½	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y. C. 6p.c. certif. '83.	92	----	92	92	----	92
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	100	100¾	----	----	100¾
N.Y.&E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	72½	72½	73¼	75	75	----
" 5 M. 7 p.c. '83	----	----	----	68	70	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	92	----	----	----
" 3 M. 7p.c. '67	83	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal.	86	----	83	----	85	85¾
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	90½	91½	92½	94½	95⅝	94

The following are the closing prices in the London Market on the 2nd October:

United States 5s, 1874	72	to	74
Virginia 6s	47	"	49
Erie shares, ex assessment scrip	23	"	24
Erie shares, 7 per cent. preference	43	"	44
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	79½	"	80½
Illinois Central $100 shares, $80 paid, dis.	39⅛	"	38½
Illinois Central, all paid	58	"	60
Michigan Central 8s, Convertible, 1869	79	"	81
Michigan Central Sinking Fund 8s, 1882 - x.c.	82	"	84
Michigan South. and North. Indiana 7s, 1885.	65	"	70
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	66	"	67
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 - x.c.	88	"	90
New York and Erie, 3d mort., '83, assented	76	"	78
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 - x.c.	95	"	97
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	80	"	82
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, October 19, 1861.

Share and Money Market.

The Share Market the past week has been very excited, with violent fluctuations of prices. The greater portion of the recent advance has been well maintained. It was natural that an advance in many cases of five and six per cent. should be followed by a vigorous relapse. Governments however continue firm. These have risen in a comparatively short time from 83 to 95½, and have only kept pace with the improved condition of public affairs, and the feeling of confidence which prevails. Railroads are doing well under the very heavy traffic in breadstuffs. Money is more active, but very plenty; the expenditures of government tending to increase the abundance. A very marked improvement has taken place in all departments of business and trade. We give elsewhere a comprehensive review of the financial condition of the government and country from Hallett's American Circular of 16th inst.

Holders of the first mortgage bonds of the Chicago and North-western Railroad Company are informed that the bonds to be given in exchange for the first six coupons from each of said bonds, pursuant to the vote of the bondholders at their meeting July 18, are now ready, and they are requested to present said coupons for exchange without delay, at the Agency of the Company, No. 12 Wall-st.

The holders of the first mortgage bonds of the Madison and Indianapolis Railroad are notified that two-thirds in amount having been assented to the agreement for re-organization, proceedings have been instituted for the foreclosure of the mortgage. Mr. John Ferguson, No. 35 Pine-st., will receive the bonds required to be surrendered, and issue certificates drawing interest therefor.

The Oregon War loan is now called at the Stock Board. On part of the issue the interest is payable annually. These are the Government Sixes of 1881, issued to the State of Oregon in reimbursement of war expenses, the principal being payable in August, 1881, instead of the 1st of January, 1882, as the rest of that issue is.

The Central Railroad Company of New Jersey has declared a quarterly dividend of 3½ per cent. payable on the 16th inst.

The 1st mortgage bondholders of the Dayton and Michigan Railroad Company are requested to call at the office of Winslow, Lanier & Co., 52 Wall-st., and complete the arrangement contemplated in the late circular of the company, viz: To pay the coupons due 1st January, 1861, and fund six coupons thereafter.

The Cincinnati and Dayton Railroad Company have declared a dividend of 3½ per cent. out of the net earnings of the company, for six months ending Sept. 30, payable on and after Nov. 1, in a check on New York, remitted by mail or otherwise as stockholders may direct. The interest warrants on the second mortgage bonds of the company, due Nov. 1, will be paid at the Bank of America, New York.

The receiver of the Erie Railway Company has applied to the Supreme Court for an order to pay the interest on the fourth mortgage bonds, which matured October 1.

The holders of the bonds of the Dayton and Michigan Railroad Company numbered 857 to 860 inclusive, are notified that the Cincinnati, Hamilton and Dayton Railroad Company will purchase said bonds at eighty cents on the dollar, according to the contract between said companies, dated Feb. 8. 1859, if presented at the office of E. R. Bebb, Esq., No. 10 Barclay-st., New York, on or before the 10th of December next.

The Dubuque and Sioux City Railroad Company are taking subscriptions for the construction of a telegraph line to Cedar Falls. If the requisit means are raised, the line is to be completed by the first of January next.

The iron works of Messrs. Harlan & Hollingsworth & Co., at Wilmington, Del., employ at present over 400 men, those of Messrs. Harvey & Hollingsworth, over 100 men, and Messrs. Pusey & Jones over 100 men. Added to these, many are at work in the shipyards, upon a Government gun-boat and other vessels. An establishment is at work upon a large contract for leather, knapsacks, and harness for the Government, and also for tents and clothing. A quantity of army wagons and ambulances have recently been made in Wilmington, but work upon them has now ceased. Two paper mills of Messrs. Jessup & Moore are constantly at work, as is also Dupont's great powder mill.

At a recent meeting of the Directors, of the Rensselaer and Saratoga Railroad, George H. Cramer, of Troy, was elected President, vice Col. Edmund Schriver, resigned.

The Detroit *Free Press* says: "Under new arrangements made by the management of the Detroit and Milwaukee Company, our fellow-citizen Charles C. Trowbridge, Esq., will to a great extent be relieved of the highly onerous duties which have heretofore devolved upon him. As Secretary and Treasurer he will be succeeded by William C Stephens, Esq., late of Hamilton, now of Detroit. We congratulate the public that while Mr. Trowbridge is relieved from some of the duties which were beyond the ability of any one man to perform, his connection with the road does not cease. Under the title of Resident Director, the road and the traveling public will still enjoy the benefit of his counsel and experience."

The Philadelphia *Press* says: No less than eight firms in and around the city are now making cavalry swords. Horstman & Bro., receive the sword blades in their rough state, polish and temper

them and provide handles and scabbards. Henry Disston has modified the machinery of his extensive saw factory in Laurel street, and his entire force are now making swords, bridle-bits, and horse-shoes. Sheble & Fisher, whose factory is at Frankfort, have changed their fork and rake mill to an armory for swords and sabre bayonets. C. A. Vandyke & Co., also near Frankfort, employ 300 men upon cavalry spurs, belt plates, and sword and scabbard mountings. Lambert & Mast are mounting German sword blades. There are as many more firms engaged upon the same species of war implements. THOMAS J. JEFFRIES, Esq., of Philadelphia, paid a visit to Washington last week, at the request of the War Department, to make arrangements for organizing a huge blacksmith shop for the department.

New York City Railroads.

From the report of the Inspector of City Railroads, we learn that the Second avenue has eight miles of road, with seventy-three double cars and fifteen single cars; the Third avenue, eight miles of road, with ninety-six double cars and no single cars; the Fourth avenue, two and three-quarter miles of road, with thirty double cars and no single cars; the Sixth avenue, four miles of road, with forty double cars and twenty single cars; the Eighth avenue, five miles of road, with fifty double cars and eighteen single cars; the Ninth avenue, four miles of road, with six double cars and thirty single cars.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of 16th inst., were as follows:

London—60 days' sight	107⅜ per cent.
London—3 days' sight	108¼ "
Paris—60 days' sight, per dollar	5f. 33¾c.
Paris—3 days' sight, per dollar	5f. 28⅜c.
Amsterdam—60 days' sight, per guilder	40⅛c.
Hamburg—60 days' sight, per marc banco	35¼c.
Frankfort—60 days' sight, per florin	40¼c.
Bremen—60 days' sight, per rix dollar	77¼c.

Eaton, Hamilton and Richmond Railroad.

The business of this road for the six months ending July 1, was as follows:

	Receipts.	Expenses.
January	$15,823 12	$6,771 08
February	12,522 16	7,011 73
March	13,091 93	7,765 50
April	9,990 77	7,343 37
May	7,412 08	8,857 25
June	7,398 04	9,042 09
Total	$66,232 99	$46,791 02
Showing net earnings of		$19,441 97

Which have been disposed of as follows:

Paid Receiver of Indiana portion of the road	$2,841 27
Paid on engine No. 7	3,325 00
Paid interest on second mortgage six months, due Dec. 31, 1860	10,500 00
Paid interest on third mortgage, six months, due Dec. 31, 1860	2,590 00
Total	$19,256 27
Balance in Treasury	$185 70

Tyrone and Clearfield Railroad.

This road is progressing rapidly towards completion as far as Phillipsburg. The rails have been laid for a distance of seven miles. An "iron horse" is busily engaged in hauling out the rails, and the men are at work putting down the ties and rails as fast as possible. It is stated to us that the road will be ready for use, as far as Phillipsburg, some time in November or December. We hope this may be the case, as it will facilitate trade and travel between this place and the East.—*Clearfield Journal.*

Taxable Property of New York for the Current Year.

The following is a statement showing the aggregate valuation of property in each county in the State for 1861, as fixed by the Board of Eqalization of Taxes, under Chapter 312, Laws of 1859; also, showing the amount of tax to be levied in each county, for State purposes, being 3⅞ mills on each dollar valuation:

Counties.	1861. Valuation.	Tax for 1861. 3⅞ Mills.
Albany	$39,444,737	$152,848 36
Allegany	8,035,120	31,136 09
Broome	8,391,423	32,516 76
Cattaraugus	6,620,148	25,653 07
Cayuga	19,214,814	74,457 40
Chatauque	14,270,102	55,296 65
Chemung	6,472,762	25,081 95
Chenango	10,500,000	40,687 50
Clinton	5,727,775	22,195 13
Columbia	18,365,430	71,166 04
Cortland	6,165,923	23,892 95
Delaware	8,210,352	31,815 11
Dutchess	29,979,280	116,169 71
Erie	47,251,841	183,100 88
Essex	3,824,027	14,818 10
Franklin	4,149,270	16,078 42
Fulton	4,054,412	15,710 87
Genesee	11,650,136	45,144 28
Greene	7,950,084	30,806 58
Hamilton	470,333	1,822 54
Herkimer	10,144,567	39,310 20
Jefferson	15,035,769	58,263 60
Kings	108,295,591	419,645 42
Lewis	4,495,200	17,418 90
Livingston	14,306,555	55,437 90
Madison	11,072,782	42,907 03
Monroe	26,732,076	103,586 79
Montgomery	7,354,077	28,497 05
New York	571,078,798	2,212,930 34
Niagara	12,823,822	49,692 31
Oneida	25,639,379	99,352 59
Onondaga	28,350,128	109,856 75
Ontario	16,445,575	63,726 60
Orange	24,525,254	95,035 36
Orleans	9,682,749	37,520 65
Oswego	14,254,368	55,235 68
Otsego	12,072,302	46,780 17
Putnam	6,114,035	23,691 89
Queens	21,343,083	82,704 45
Rensselaer	26,278,926	101,830 84
Richmond	8,728,402	33,822 56
Rockland	5,440,260	21,081 61
Saratoga	12,048,356	46,687 38
Schenectady	5,602,786	21,710 80
Schoharie	6,850,681	26,546 39
Schuyler	4,280,723	16,587 80
Seneca	8,159,547	31,618 24
St. Lawrence	15,633,359	60,579 27
Steuben	13,991,732	54,217 96
Suffolk	12,050,506	46,695 71
Sullivan	4,132,995	16,015 36
Tioga	5,818,318	22,545 98
Tompkins	7,874,205	30,512 54
Ulster	15,567,658	60,324 67
Warren	2,519,380	9,762 60
Washington	15,331,105	59,408 03
Wayne	13,887,157	53,812 73
Westchester	42,012,725	162,799 31
Wyoming	7,750,822	30,034 44
Yates	7,293,708	28,263 12
Total	$1,441,767,430	$5,586,848 79

The proceeds will be applied as follows, viz:

For Schools	¾ of a mill.
For Canals	¼ "
For Canals	½ "
For general purposes	⅞ "
For Volunteer Militia	1½ "

The aggregate valuation in 1860 was $1,419,297,520, and the tax was 3⅞ miles, amounting in the aggregate to $5,440,640 49.

Effects of the War upon English Exports to the United States.

The official accounts of the trade and navigation of the United Kingdom for the months ending Aug. 31, 1860 and 1861, issued by the Board of Trade on the 28th ult., show an increase from 117 to 171 vessels, and from 98,363 to 112,981 tons of shipping, entered at British ports from the United States during that month, as compared with the corresponding period of last year; whilst the departures for American ports decreased from 185 to 109, and the tonnage from 173,238 to 105,743 tons. Taking the eight months ended on the same day of the two years, the difference is much less, showing that the irregularity of trade has been increasing as the year has rolled on. The shipping arrived at British ports from the United States amounted, during the larger period, to 1,592,459 tons, against, 1,217,951 tons in the first eight months of last year; whilst the shipping cleared for American ports was only 918,617 tons, against 1,033,951 tons. The details of the trade accounts correspond with those of the shipping. Britain imported, during these eight months, 1,790,212 qrs. of wheat, and 3,078,484 cwts. of flour, the produce of the United States, against 387,367 qrs. of wheat, and 887,479 cwts. of flour in the corresponding period of last year. The only other article, the origin of which is distinguished in the Board of Trade tables, is cotton, of which there was imported into England from the United States, during the eight months, 7,162,560 cwts., against 8,556,291 cwts. in the corresponding period of 1860. There was an equal falling off in the imports from Brazil and Egypt, but the receipts from India show a considerable increase. The August account shows an increase from all parts except the United States, the supply from which diminished from 669,274 cwts. to 448,061 cwts., as compared with last year. The imports of Indian cotton, on the contrary, were double the average monthly receipts of the year, and nearly three times as much as was imported in the corresponding months of 1860. The enhanced value of the article is shown by the fact that, though the imports of American cotton declined in quantity, the value is computed at £23,989,450 for the eight months, against £23,579,504 last year.

The difference between the tonnage of the ships entered at and cleared from British ports, from and to ports in the United States, is accounted for by the following table, showing the exports from England to this country, so far as regards the principal articles, during the eight months ended Aug. 31, in each of the undermentioned years.

	1859.	1860.	1861.
Beer and ale	£66,670	£68,506	£24,778
Coal and culm	127,399	134,016	179,162
Cottons	2,454,211	2,472,641	1,051,235
Earthenw. & porcel.	401,000	443,899	183,245
Haberd. & Millin'y.	1,132,633	1,004,360	520,993
Hardw. & cutlery	771,367	664,637	402,789
Linens	1,317,760	1,147,942	451,761
Metals—pig iron	186,099	137,035	78,706
Bar and rod iron	594,149	466,217	142,176
Railway iron	659,489	579,090	164,919
Cast iron	14,863	15,801	9,040
Wrought iron	326,828	314,680	118,074
Steel	335,068	384,489	201,734
Cop'r sheets & nails	96,448	38,901	8,188
Lead	49,867	58,955	1,451
Tin plates	847,251	734,295	255,865
Seed oil	118,530	68,597	1,620
Silks	309,956	180,367	101,061
Woolens	3,163,636	2,657,390	1,180,740

The contrast with last year is much greater if limited to the month of August, in which the exports fell off moro seriously than before, as compared with the corresponding month of last year; Cottons from 26,431,563 yards to 2,252,196 yards: earthenware and porcelain from £79,318 value to £16,514; haberdashery and millinery from £138,-720 to £33,659 value; hardware and cutlery from 18,092 cwts. to 7,736 cwts.; linens from 7,176,914 yards to 1,265,318 yards; pig iron from 16,696 tons to 4,760 tons; bar and rod iron from 10,338 tons to 980 tons; railway iron from 13,464 tons to 2,100 tons; cast iron from 184 tons to 3 tons; wrought iron from 4,561 tons to 486 tons; steel from 2,445 tons to 482 tons; copper and yellow metal sheets and nails from 2,092 cwts. to 154 cwts.; tin plates from £112,964 to £18,602 value; spirits from 86,485 gallons to 4,233 gallons; and woolens and worsted stuffs from 102,786 pieces to 40,047 pieces. How England has paid, under these circumstances, for her enormous importation of breadstuffs, is shown by the bullion and specie account, England having remitted to the United States, chiefly in gold, £7,004,847 during the eight months, against £8,364 in the corresponding period of last year; while she has received from this side, in specie and bullion, only £54,053, against £4,001,908 in the same eight months of 1860.

The Cotton Trade of the United States.

We give below a valuable statement of the amount of cotton raised in the United States for 41 years; the amount consumed in this country; the amount exported, in pounds, each year; the total value of the same, with the average price per pound each year. The amount exported, with the value of the same, is from Custom House returns. The amount raised in the United States for the period given has been 77,720,528 bales, or 34,343,361,365 pounds, estimating the bale at 456 pounds, which has been the average Custom House weight for the past six years. The total amount exported has been 26,573,928,328 pounds, valued at $2,752,984,291. We have also added a table showing the receipts at the several ports for the past 10 years; the exports to foreign countries, with the amount on hand at each on the 31st of August for each year.

The withholding the present crop from market, after a regularity of supply, and a rate of increase which has been unexampled in the history of any other crop, is one of the most curious anomalies or phenonena in commercial affairs. Having really no power but what the production of this staple bestowed, the rebels are determined to prevent its coming forward with the two fold purpose of bringing foreign governments to their aid, and of breaking down the financial strength of the North. In their present condition, they guard, with Japanese jealously, its export, and do not allow a bale to be brought in sight of a port. The Governor of Louisiana and the Mayor of the city of New Orleans have issued proclamations prohibiting the delivery of any in that city. They probably regard the speedy capture of this, as well as all Southern ports, inevitable, in which event all the cotton found in them would fall a prey to the victors. Planters are all advised to retain it on their plantations. A large portion of the crop could not be forwarded, if desired, for the want of bale rope and bagging. As every day adds to the efficiency of the blockade, and the power of the government, we can now clearly see that the defeating of the rebellion is the only thing that can bring the staple forward, and give it to the world. Unfortunately not a newspaper reaches this country from England, the nation most interested in the question, that does not assure the rebels that they cannot be subdued. It is clearly for the interest of the people of that country to hold a very different language, and it will not be long before they will see that a different course was not only the wiser, but more correct one. Their tone will be changed we presume, when they better understand the subject. Prejudices will give way to convictions of interest. The capture of the Southern cities will release a small amount, but not the whole The moment the rebels see that their cause is hopeless, they will be as anxious as ever to buy and sell. In the mean time European nations must put up the best they can, not only with a short supply, but with a loss of one half of their trade with the States. The recognition by them of the rebels as belligerents, has turned out a very poor speculation, and the extravagant estimates of their power a very costly error of judgment. On the other side of the question are immensely decreased imports, which at the port of New York have already fallen off since January nearly 50 per cent. At the end of the year, the falling off will have been in still greater ratio. The imports into the whole country, for 1861, will be considerably less than one-half what they were in 1860.

Year	Crop. Bales.	Total consumed in U. S.	Total pounds exported.	Value exported. dollars.	Av. value per po'd. cents.
1820-1	430,000	.....	124,893,405	20,157,484	16.2
1821-2	455,000	.....	144,675,095	24,035,053	16.6
1822-3	495,000	.....	173,723,270	20,442,520	11.8
1823-4	509,158	.....	142,369,663	21,947,401	15.4
1824-5	569,249	.....	176,449,907	36,846,649	20.9
1825-6	720,027	.....	204,535,415	25,028,214	12.2
1826-7	957,281	149,516	294,310,115	29,359,545	10.
1827-8	720,593	120,593	210,590,463	22,487,229	10.7
1828-9	857,744	118,853	264,837,186	26,575,311	10.
1829-30	976,845	126,512	298,459,102	29,674,883	9.9
1830-1	1,038,848	182,142	276,979,784	25,289,492	9.1
1831-2	987,477	173,800	322,215,122	31,724,682	9.8
1832-3	1,070,438	194,412	324,698,604	36,191,105	11.1
1833-4	1,205,394	196,413	384,717,907	49,448,402	12.8
1834-5	1,254,328	216,888	387,358,992	64,961,302	16.8
1835-6	1,360,725	236,733	423,631,307	71,284,925	16.8
1836-7	1,422,930	222,540	444,211,537	63,240,102	14.3
1837-8	1,801,497	246,063	592,952,297	61,566,811	10.4
1838-9	1,360,532	276,018	413,624,212	61,238,982	14 8
1839-40	2,117,835	295,193	743,941,061	63,870,307	8.5
1840-1	1,634,945	297,288	530,204,100	54,330,341	10.2
1841-2	1,683,574	267,850	584,717,017	47,593,464	8.1
1842-3	2,378,875	325,129	792,297,106	49,119,806	6.2
1842-4	2,030,409	346,744	663,633,455	54,063,501	8.1
1844-5	2,394,503	389,006	872,905,996	51,739,643	5 92
1845-6	2,100,537	422,597	547,558,055	42,767,341	7.81
1846-7	1,778,651	427,967	527,219,958	53,415,884	10.34
1847-8	2,347,634	616,044	814,274,431	61,998,294	7.61
1848-9	2,728,596	642,485	1,026,602,269	66,396,967	6 4
1849-50	2,096,706	613,498	635,381,604	71,984,616	11.3
1850-1	2,355,257	485,614	927,237,089	112,315,317	12.11
1851-2	3,015,029	699,603	1,093,230,639	87,965,732	8.05
1852-3	3,262,382	803,725	1,111,570,370	109.456,404	9.85
1853-4	2,930,027	737,236	987,833,106	93,596,220	9.47
1854-5	2,847,339	706,412	1,008,424,601	88,143,844	8.74
1855-6	3,527,845	770,739	1,351,431,701	128,382,351	8.49
1856-7	2,939,519	819,936	1,048,282,475	131,575,859	12.55
1857-8	3,113,962	595,562	1,118,624,012	131,396,661	11.72
1858-9	3,851,481	927,651	1,386,468,556	161,434,923	12.72
1859-60	4,675,770	978,043	1,767,686,338	191,806,555	10.85
1860-61	3,656,086	843,740	1,426,171,328	178,150,200	12.50
40 years	77,720,528	15,472,445	26,573,928,328	2,752,984,291	

Total Receipts of Cotton into the Various Ports of the United States for the past Ten Years.

	1860-61.	1859-60.	1858-9.	1857-8.	1856-7.	1855-6.	1854-5.	1853-4.	1852-3.	1851-2.
New Orleans	1,751,599	2,139,425	1,669,274	1,576,409	1,435,000	1,661,433	1,234,044	1,346,925	1,680,575	1,373,464
Mobile	546,704	848,012	704,406	622,764	603,177	659,738	554,896	638,684	645,029	549,449
Florida	121,172	192,724	173,484	122,351	136,344	144,404	136,597	168,444	179,476	188,499
Texas	144,747	252,424	192,062	145,286	89,882	116,078	80,737	110,325	83,780	64,052
Georgia	477,864	631,219	475,788	282,973	322,111	389,445	378,694	316,005	340,490	325,714
South Carolina	336,339	610,109	480,063	406,251	397,331	495,976	409,272	416,764	462,203	476,014
North Carolina	50,295	41,194	37,482	23,999	27,147	20,098	20,139	11,524	23,496	16,242
Virginia, &c	221,586	165,663	118,332	34,329	28,527	54,673	38,661	34,366	35,623	20,905
Total Crop	3,656,086	4,675,770	3,851,491	3,113,962	2,939,519	3,627,845	2,847,339	2,980,027	3,262,382	3,015,029

Total Foreign Exports of Cotton from the United States.

	1860-61.	1859-60.	1858-9.	1857-8.	1856-7.	1855-6.	1854-5.	1853-4.	1852-3.	1851-2.
To Great Britain	2,178,625	2,960,432	2,019,252	1,909,966	1,438,570	1,921,386	1,548,716	1,668,750	1,730,860	1,068,749
To France	573,063	850,587	450,696	384,092	413,587	480,637	408,031	374,068	426,728	421,375
To N. of Europe	216,250	296,072	330,012	215,145	245,798	304,006	136,200	165,172	171,176	166,876
To Other F. Ports	159,030	220,082	221,443	181,342	164,632	248,078	140,382	176,108	193,966	184,047
Total	3,127,568	3,774,173	3,021,403	2,590,455	2,262,657	2,954,606	2,244,209	2,310,148	2,626,400	2,443,646

Stocks of Cotton on hand in the United States on 31st August.

	1860-61.	1860.	1859.	1858.	1857.	1856.	1855.	1854.	1853.	1852.
New Orleans	10,118	73,934	20,022	20,230	7,231	6,995	39,435	24,121	10,522	9,758
Mobile	2,481	41,682	20,100	10,496	4,604	5,005	25,519	29,278	7,516	2,310
Florida	7,900	864	226	80	56	74	166	583	523	451
Texas	452	3,168	2,655	1,809	962	925	2,962	2,205	428	317
Sav'h and Augusta	10,093	9,959	18,383	2,885	4,673	3,381	3,857	11,518	12,984	6,667
Charleston	2,899	8,997	17,592	11,715	5,644	3,144	2,086	17,031	15,126	11,146
Virginia, &c	3,671	4,509	375	600	420	842	550	750	400	450
New York	37,229	61,891	43,452	23,912	16,778	34,637	56,838	32,988	67,075	45,706
Other N. Ports	8,384	20,204	20,416	19,410	8,900	9,500	9,846	17,120	20,469	14,282
Total	83,187	227,708	149,237	102,926	49,258	64,171	145,386	135,603	135,643	91,176

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1890	68
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	---------	†	------	----
2d Mortgage	---------	†	------	----
3d Mortgage	---------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	38½
2d Mortgage	2,000,000	7	------	15½

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Conpon	509,000	7	'64–'90	----
Cleveland and Toledo				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	76
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	---------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	90
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62–'72	98¾
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	---------	7	1891	----
Free Land, 2d Mortgage	---------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62–'63	98
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,380,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	1,000,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	104
2d Mortgage	2,000,000	7	1860	95½
3d Mortgage	1,540,000	7	1875	80
Convertible	1,002,000	7	1867	71
Illinois Central:				
Optional Right Scrip	38,000	7	1868	68½
Construction	12,885,000	7	1875	90
Construction	4,115,000	6	1875	90
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11¾
2d Land Grant (Western Div.)	353,600	†	------	11¾
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	93½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	95
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	83½
Northern Indiana	985,000	†7	1861	82½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	78½
2d Mortgage	2,850,000	†	1877	59
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	82½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	8	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	8	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100⅝
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	85½
4th Mortgage (convertible)	3,729,000	7	1880	75
5th Mortgage	1,277,000	7	1883	70
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	97
2d Mortgage	1,000,000	7	1864	92
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,500	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	82
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436 800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	88
Mortgage	3,103,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	70½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guaranteed by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	6	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	60
2d Mortgage (convertible)	2,000,000	7†	'68-'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	71
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	41
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£599,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Observations on the Niagara Bridge.

By PETER W. BARLOW, Esq., C. E., F. R. S., F. G. S., &c., &c.

(Continued from p. 726.)

On the Mechanism of Bridge Construction.

In the following table is given the weight of metal, deflection, and ratio of ultimate strength to strain by weight of bridge, in the Niagara Bridge, and in those of the longest girders:

Name of Bridge.	Depth.	Span.	Weight.	Deflection.	Ratio of Strength to Strain by Weight of Bridge
	ft.	ft.	tons.	tons.	
Niagara	59	820	{ cables, 400 / wood, 600 }	0.82 ft. with 326	6.5 to 1
Britannia	30	460	1,550 tons.	2 in. with 248	3.4 to 1
Conway	24	400	1,150 "	0.69 in. with 100	3.8 to 1
Saltash	54	450	1,100 "	1.17 in. with 384	5.0 to 1

My object is now to endeavor to explain why these differences are consisteat with understood mechanical laws, and the peculiar properties of the material employed.

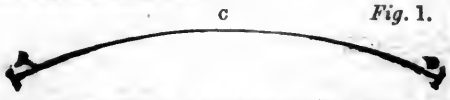


Fig. 1.

Let ABC, Fig. 1, represent an arch supported on abutments, A and B; and let the deflection produced by a given weight, loaded equally, be represented by unity.

Now, let us consider the effect of making this arch into a self-supporting structure, or bow-string girder, by removing the abutments and substituting a tie, AB, Fig. 2.

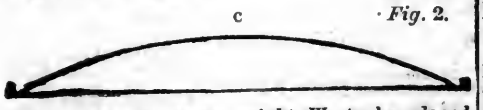


Fig. 2.

Assuming the same weight, W, to be placed equally all over, the deflection will be 2, the poins A and B being no longer rigid, because the tie AB, will extend as much as the arch, ACB, will compress. Therefore, to prodnce the same rigidity in a bow-string girder, four times the metal is required as compared with an arch.

The same result arises in a cable, ACB, suspended from two fixed points, A and B, Fig. 3.

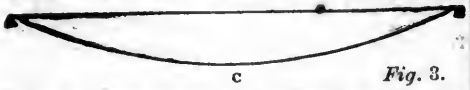


Fig. 3.

If the back chains are removed, and a compression-tube, AB, substituted, the metal is doubled, and you have a structure with only half the rigidity. The Chepstow Bridge, on the South Wales Railway, is an example of this arrangement.

The mechanical combination in the Saltash Bridge is represented by substituting the arch, ADB, for the tie, AB, Fig. 4, forming a combination of a suspension chain and an arch.

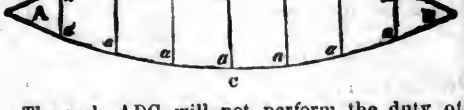


Fig. 4.

The arch, ADC, will not perform the duty of compression unless it is connected with the chains by the ties, *aa*, *aa*. When thus connected, both the cables and the arch assist in supporting the weight of the load.

The points A and B now become fixed points, and as both the arch and the chains assist in supporting the weight, the deflection will only be half that of the simple suspension cable, with double the weight of metal.

It therefore appears—1st, To convert an arch, supported on fixed abutments, into a bow-string girder, four times the metal is required to support the same weight with the same deflection.

2d, To convert a cable, suspended from two fixed points, into a Chepstow girder, four times the metal is also required to support the same weight with the same deflection.

3d, To convert the same cable into a Saltash combination, (which consists of a bow-string and Chepstow girders combined, so that their horizontal tie in one case neutralizes the compression-tube in the other, by which they are both avoided,) the deflection is reduced one-half, with double the weight of material, or the same weight of metal will produce the same deflection with the same load, as in the case of the simple arch or cable. But this is obtained at the expense of double the depth; and if the arch or suspension-cable was of the same depth as the Saltash, only one-quarter of the metal would produce the same stiffness.

In the preceding illustration the bow-string and Saltash girders are referred to: parallel girders are more commonly used, but they present no economy over the simple bow-string; and, however perfect their arrangement and proportions, they will still require not less than four times the metal of a simple cable of the same depth and span to produce the same deflection.

Theoretically the same saving will be produced by an arch, but practically it does not hold good in large spans, because of the difficulty previously referred to of dealing with severe compression, and which difficulty applies also to deep girders. You are never certain of the section of metal required on a large scale, as by no calculation can the point be arrived at with certainty when distortion will commence, and thus the section of metal adopted is greater than would be required if the simple compression resistance had alone to be contended with.

The same objection does not apply to the suspension bridge, and as the resistance to tension alone has to be contended with, it may be known precisely what will be the ultimate strength of your structure; and hence arises another source of economy on this principle, in excess of the saving of one fourth above described.

There is a third source of economy in suspension bridges which has to be noticed, namely, that iron intended for tensile strains admits of a process of manufacture by which a much greater power of resistance per square inch may be given to it than can be accomplished in iron intended for compression, which is proved by all experiments on iron wire, which exhibits a tensile resistance double of any metal used for compression strains.

These practical reasons, in addition to the mechanical laws previously described, when examined in detail, fully demonstrate the reason of the degree of strength obtained in suspension bridges with a weight of metal so small as compared with that of parallel girders of less span; and the only question of doubt, with reference to the advisability of this construction, is the possibility of curing the undulation and vibration which have generally been observed; and it is to this subject that my experiments, laid before the British Association, were directed.

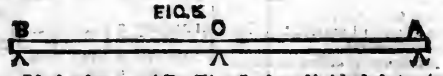
On the Cure of the Undulation of Suspension Bridges.

A suspension cable or chain has so evidently no power to resist a transverse strain, and a large wave or undulation is so readily produced by a vertical force, in bridges of small span and weight, that it is surprising that a suspension bridge was ever designed without giving longitudinal stiffness to the platform of the roadway.

It has been assumed that the degree of longitudinal strength, or girder power, to cure the wave from railway traffic, would require to be so great that the girder would carry the traffic without the cable, and thus the failure of the Niagara Bridge was predicted; but a brief consideration of the subject satisfied me that such an assumption was far from the truth.

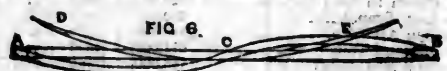
The formula $\frac{l^3\ w}{b d^3\ D} =$ a constant quantity, D denoting the deflection, and l, b, d, the length, breadth, and depth of a beam is fully established; or, in othe words, the deflection of a beam with a given weight diminishing as the cube of the length.

FIG. 5.



If the beam, AB, Fig. 5, be divided into two beams by being supported at C, the two half beams, AC and BC, will deflect one-eighth of the amount of the entire beam, AB, with the same weight. Let us assume this to be a girder attached to a chain, and a load placed at D, the effect will be to distort it into the shape shown in Fig. 6.

FIG 6.



The deflection by the weight at D will cause a corresponding elevation at the point E, and the girder will assume the shape represented by dotted lines in the figure, to produce which a force equal to double that for a given deflection on half the beam is required, from which it is evident that the wave produced by a given weight at D, will only amount to one-sixteenth of the deflection the same weight will produce on the entire beam resting on its two ends.

In the above proposition it is assumed that the beam is supported at its centre point only; in practice, when attached to a suspension cable, it is supported at various points of its length; the difference between the wave of a supported girder, will therefore be greater than one-sixteenth.

In order to arrive at the result by experiment, I had a model of the proposed Londonderry Bridge, on a scale of $\frac{1}{33}$ of the actual span, the length being 13 feet 6 inches between the bearings, a length exceeding that of the average of the models used by the Iron Commissioners in their experiments, and is amply sufficient, due allowance being made for the scale, to determine the accuracy of the deflections on the actual girder.

The principal object of these experiments was to ascertain the deflection of the wave of a girder attached to a chain, as compared with the deflection of the same girder detached, which being obtained, it is perfectly easy to arrive at the deflection of the wave of any required suspension girder, because we have sufficient experiments on actual girders of various dimensions, to obtain the deflection from a given load on the same girder not attached to the chain.

These experiments gave a mean result of $\frac{1}{25}$, so that, it being first determined what amount of deflection is to be the limit with a given load in a given bridge, you have only to arrive by calculation at the sections of metal of a girder of the same depth which would deflect twenty-five times that amount.

To illustrate the mode of proceeding in the intended Londonderry Bridge. It was decided by Sir W. Cubitt that the depth of girder should be 16 ft. 6 ins., and that no wave or deflection should exceed 1.32 in. with 100 tons. I obtained by deduction from the deflection of the Boyne Viaduct, Newark Dyke Bridge, Britannia Tube, etc., that a girder of 3,700 tons, of the depth of 16 ft. 6 ins., would be deflected 1.32 ins. with a weight of 100 tons; one-twenty-fifth, or 150 tons, is therefore the weight of girder required for the Londonderry Bridge.

The reduction of the deflection of a girder when attached to a chain may appear so great as to lead to doubt of the accuracy of the experiments; but it is not more than is fully explained by the law $\frac{l^3\ w}{b\ d^3\ D}$ and is consistent with such results as have been obtained in actual suspension bridges.

The Inverness Bridge, built by Mr. Rendell, had an iron parapet only 3 ft. 6 ins. deep, and yet

the wave is so reduced as reported by Mr. Rendell, as to be imperceptible to the eye when a locomotive passed over it on a truck. In the Keif Suspension Bridge, in Russia, which has a wooden trussing of about 6 ft. deep, and the Menai* and all other bridges, when any attempt, however small, has been made to give longitudinal strength to the platform, the wave has been so reduced as to be unexceptionable.

In the Niagara Bridge, which is the only bridge used for railway traffic, the longitudinal stiffness is given by timber trussing 18 ft. in depth. According to my rule, a girder of 370 tons would be required, so that no wave shall exceed 2 ins. The actual girder power of this timber trussing I estimate to be no more than could be obtained by 100 tons of good iron well arranged; so that the actual wave observed (about 4 or 5 inches) evidently does not exceed what my calculation would give, and fully bears out the result of my experiments.

(To be continued.)

* The means used to give longitudinal strength to the Menai Bridge consists only of two beams about 12 inches square under, and 4 over, the platform; the girder power of which is much less than, according to my experiments, should be given; and should this or many other bridges now existing suffer injury in a severe hurricane, it will in no way be inconsistent with the views here expressed.

Journal of Law.

LIABILITY OF CORPORATIONS FOR THE ACTS OF THEIR OFFICERS: POWER OF TREASURERS TO DRAW NOTES AND ACCEPT DRAFTS: WHEN THE COMPANY IS BOUND.

The case of Lester *vs.* Webb was recently decided by the Massachusetts Supreme Court; and it throws some light in regard to the law of Massachusetts, on the power of the treasurer of corporations to bind the company by accepting drafts, or drawing notes in its name as treasurer. The case decides that if the directors of a corporation by vote authorize their treasurer to endorse notes of a corporation to a third person, or if such treasurer is suffered to draw and accept drafts, to indorse notes payable to the corporation, and to do other similar acts whereby he is held out to the public as having the general authority implied from his official name and character, an indorsement made in pursuance of such express or implied authority passes a valid title to the indorsee; and in a suit by an indorsee of a note so indorsed, against the maker, in which there is evidence tending to prove the above facts, the omission to state these rules of law to the jury, in compliance with the request of the plaintiff, is sufficient ground for a new trial.

The suit was upon three promisory notes signed by the defendant, payable to the order of the National Insurance Company of the State of New York, and purporting to be indorsed to the plaintiff by said company, acting by T. Lafford, its treasurer. The defence was that Lafford had no authority to make the indorsement.

At the trial in the Superior Court, evidence was introduced tending to show that Lafford was the treasurer of the company in 1854 and 1855; that he was in the habit of indorsing notes and drafts drawn to the order of the company; that he signed all the checks and drafts of the company as its treasurer; that he kept the bank account of the company as its treasurer; that he accepted drafts for the company; that he did these things in the presence of officers of the company, and that this duty was imposed upon him by the directors; that the name on the back of the notes was in his hand writing, and that he had since died; that the notes were in the possession of the plaintiff, indorsed as above stated before they fell due, and were by him left for collection with the cashier of a bank in New York. One Walbridge was also introduced as witness for the plaintiff, and testified, that at a meeting of the board of directors of the company, in the Spring of 1855, the question of transferring the notes in suit to the plaintiff was brought up, and, according to his recollection Lafford was directed to transfer them to the plaintiff; that he the witness kept minutes of the action of the board as its clerk, but that the minutes were never recorded at length, and were now lost. Answers by the plaintiff to interrogations propounded by the defendant were also put into the case, containing statements of his negotiations with the directors of the company respecting the transfer to him of some of their premium notes, and of their final agreement to make such transfers, and of the subsequent action of Lafford in transferring the notes in suit.

The plaintiff asked the Court to instruct the jury that the facts testified to, if believed, showed a legal and valid transfer of the notes before their maturity by the company to the plaintiff, and gave him a good title to them. But the Court instructed the jury that, upon the question of the authority of Lafford to transfer the notes, the burden of proof was upon the plaintiff; that the jury must consider all the evidence offered to them, and must determine whether, in the whole, they were reasonably satisfied, upon a preponderance of proof that he had such authority; and in commenting upon the evidence, he stated to them that it would be proper for them to take into consideration, among other things, the absence of any record of any note of the company authorizing or directing the transfer as a fact bearing upon the question.

A verdict and judgment was rendered in favor of the defendant; and the plaintiff appealed. The following is the opinion of the Supreme Court:

BIGELOW, C. J. The plaintiff rested his title to the notes declared on, upon two grounds, either of which was sufficient to enable him to maintain his action. One was that the notes were transferred to him by the indorsement of the treasurer of the corporation in pursuance of a direct authority conferred on him at a meeting of the directors. There was evidence at the trial which tended strongly to sustain this ground. If such a transfer was made, the plaintiff held the notes by a title clearly legal and valid. The management and control of the prudential affairs of a corporation are by law vested in the directors, who are empowered to make disposition of its property and assets in the usual and ordinary course of its business. In the aspect of the case which was presented by the proof that the indorsements by the treasurer was in pursuance of a direct authority from the directors, we think the plaintiff was entitled to the instruction for which he asked, and that the jury should have been told that if they believed the evidence on this point, the plaintiff held the notes by a title which was in law valid and sufficient.

The other ground on which the plaintiff claimed to recover was that the notes were indorsed to him by the treasurer of the corporation; and if he had no authority to make the transfer by any direct vote or action of the directors, he was nevertheless empowered to make the indorsement by virtue of his being the general agent of the corporation for the management of its fiscal concerns, and as having been held out to the world as authorized to make and indorse negotiable paper on behalf of the corporation. Upon this point also there was evidence which tended to support the plaintiff's case. If the jury believed this evidence it would be their duty to return a verdict for the plaintiff. The rule is well settled, that if a corporation permit their treasurer to act as their general fiscal agent, and hold him out to the public as having the general authority implied from his official name and character, and by their silence and acquiescence suffer him to draw and accept drafts, and to indorse notes payable to the corporation, they are bound by his acts done within the scope of such implied authority. On the facts proved at the trial, the plaintiff might well claim, if the jury believed the evidence, that the treasurer had authority to indorse the notes in suit, derived not from any express directions, but from the course of conduct and dealing of the treasurer with the knowledge and implied assent of the directors of the corporation.

The error at the trial consisted, not in leaving the question of the authority of the treasurer to indorse the notes declared on to the jury, but in omitting to state, in answer to the plaintiff's prayer for instruction, what would in law constitute sufficient proof of such authority. The case was left to the jury without any statement of the rules of law applicable to the facts in evidence. On this ground, the plaintiff is entitled to a new trial. New trial granted.

Hudson River Bridge Company.

The following are the Directors of the Hudson River Bridge Company:

Erastus Corning, Albany; Dean Richmond, Buffalo; Samuel Sloan, New York; Chester W. Chapin, Springfield; Wm. H. Swift, Boston; Edmund H. Miller, New York; Sidney T. Fairchild, Cazenovia; Henry H. Martin, Albany; John V. L. Pruyn, Albany.

New Tunnel on the Pennsylvania Railroad.

Most travelers to Pittsburg will remember the long deep cut, made for the passage of trains, through the high hills at Carpenter's station, some twenty miles from that city. This entire gap has been beautifully tunnelled by the scientific skill of the engineer, J. S. Love, Esq. The tunnel has 6,000 yards of masonry, and 800,000 brick were used in building it. It is 550 feet in length, twenty-two feet high and twenty-four feet wide. The abutments are all of rock range work. One hundred men were employed for four months on its construction, at a cost of $25,000. This improvement is a praiseworthy work, and it is to be hoped will be followed up until this road shall be a perfect model for all railroads.—*Harrisburg Patriot and Union.*

Western Maryland Railroad.

Messrs. Irwin & Taylor, operators of this road, have recently procured a first-class passenger engine and placed it upon the road. They are also prosecuting the work to the west of Westminister, in the direction of New Windsor, and that flourishing and fertile section of country will soon be united to Baltimore with iron bands. We believe this is the only railroad, with probably one exception, that is now in course of construction in the United States, the exception being the Sunbury and Erie Railroad in Northwestern Pennsylvania.—*Baltimore American.*

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending Sept. 28, were $79,589 07
Corresponding week, 1860 ..... 80,963 08

Decrease in 1861 ..... $1,374 01
Total traffic from July 1st, 1861..... $768,257 06
Corresponding period previous year. 802,625 67

Decrease $34,368 61

The earnings of the Great Western Railway of Canada for the week ending October 4th, were $54,135 33
Corresponding week of last year..... 63,768 34

Decrease $9,632 96

The earnings of the Galena and Chicago Railroad the 1st week in Oct., 1861, were $47,258
Do., 1860 70,136

Increase $22,878

The earnings of the Chicago and Rock Island road, the 1st week in Oct., '61, were $36,919
Do. 1860 39,350

Decrease $2,431

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in Oct., 1861, were $21,560 99
Do. 1860 ..... 29,849 48

Decrease $7,288 49

The earnings of the Michigan Central Railroad, for the 1st week in Oct., 1861, were .. $63,115 35
Do. 1860 ..... 64,447 86

Decrease $1,332 50

The earnings of the Cleveland and Toledo Railroad the 1st week in Oct., 1861, were $19,266
Do., 1860 20,817

Decrease $1,551

The earnings of the Toledo, Wabash and Western Railroad the 1st week in October, 1861, were $35,798 61
Do. 1860 ..... 25,928 86

Increase $9,869 75

The receipts of the Chicago and Northwestern Railroad for the 1st week in October, 1861, were $20,473 48
Do. 1860 ..... 19,456 96

Increase $1,016 52

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week in October, 1861, were $34,610 06
Do., 1860 ..... 36,945 37

Decrease $2,335 31

Railroad Earnings--Monthly.

The earnings of the Panama Railroad for seven months ending July 31, 1861. were as follows:

	1860.	1861.
January	$164,520	$107,599
February	163,558	111,132
March	159,315	109,787
April	132,953	126,097
May	127,381	112,864
June	113,134	117,419
July	115,681	112,666
Total	$976,542	$797,559
Decrease		$178,983

The earnings of the Norwich and Worcester Railroad for September were:

	Passengers.	Freight.	Total.
1860	$12,471 30	$22,712 25	$35,183 55
1861	13,348 28	13,620 40	31,968 68
Decrease			$3,214 87

The earnings of the Chicago and Northwestern Railroad in September, 1861, were:

Passengers	$31,888 86
Freight	53,536 55
Express	807 03
Mail	1,695 83
Total	$87,928 27
September, 1860	81,229 06
Increase	$6,699 21

The following is an approximate statement of the earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of September, compared with the same period of last year, viz:

	1861.	1860.
From Freight	$153,017 95	$142,012 56
" Passengers	94,741 47	85,867 05
" Express	2,500 00	2,500 00
" Mails	7,825 00	7,825 00
" Rent of road	7,083 33	7,083 33
" Miscellaneous	250 00	650 00
Total	$265,417 75	$245,937 94
Increase		$19,479 81
Earnings from Jan. 1, to Sep. 30,	'61. $2,070,761 93	
Do. do. do.	'60. 1,626,119 02	
Increase		$444,642 91

The statement of the Illinois Central Railroad for September is as follows:

Land Department.

Acres Construction Lands sold	4,735.68 for	$67,438 34
Acres Interest Fund L'ds sold	247.62 "	2,593 30
Acres Free Lands sold	1,886.30 "	24,998 24
Total sales during the month	6,869.20 for	$95,029 88
To which add Town Lot sales		690 00
Total of all		$95,719 88
Acres land sold since Jan'y 1, 1861	78,229.86 for	$1,192,553 95
Acres sold prev'sly (net sales)	1,260,273.46 for	16,147,983 91
Total	1,338,503.32 for	17,340,537 86

Construction bonds canceled previous to September 30	$1,900,000 00
Collections in September on Construction bond account	48,000 00
Collection in August for free land and interest account	62,188 86
Total collections to Sept. 30, 1861	4,744,002 98

Traffic Department.

Receipts from Passengers	$55,075 75
" Freight	172,602 00
" Mails	6,358 33
" Rent of road	5,236 76
" Other sources	3,823 86
Total receipts for September, 1861	$243,096 70
Do. do. 1860	259,643 04
Total receipts since Jan'y 1, 1861	$2,088,494 14
Total receipts in corresponding period of 1860	1,875,429 49
Increase	$213,064 65

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,509,740.

	Traffic.	Working Expenses.	Balance.
1856	$2,434,878.59	$1,444,546.19	$990,332.40
1857	2,293,964.57	1,791,231.14	502,733.43
1858	1,976,578.52	1,419,954.80	556,623.72
1859	2,114,448.98	1,489,579.52	624,869.46
1860	2,721,590.94	1,693,403.30	1,028,187.64

To Railroad Companies.

THE advertiser is desirous of an engagement with a first-class Railroad Company as purchasing agent—has been familiar with railroad business during the last twelve years—six, in the position indicated—is a machinist and engineer, and from his extensive acquaintance with manufacturers and dealers in Railroad materials, is confident his services will be valuable to any company desiring such—would be willing to make himself generally useful as Assistant Superintendent or otherwise.

Unexceptionable references as to character, capacity, etc

Address Box 1487,
4t* N. Y. Post Office.

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less	10	cents	per 100 pounds.
50 " "	15	"	"
100 " "	25	"	"
150 " "	40	"	"
200 " "	50	"	"
300 " "	75	"	"
350 to 400 miles not exceeding	90	"	"

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000 pounds.
2 animals	4,000 "
3 "	5,000 "
4 horses	6,500 "
5 "	8,000 "
6 "	9,000 "
7 "	10,000 "
8 "	11,001 "
9 "	12,000 "

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, HY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 26. 1861.

Foreign Commerce and Exchanges of the Country.

We give, below, tabular statements of the commerce of the port of New York for the first three quarters of the present calendar year, from which we can infer, with considerable accuracy, the total imports into, and exports from, the whole country for the entire year, ending December 31, 1861.

The value of imports, exclusive of bullion, into this port for the fiscal year of 1860, was $229,408,130, and into the whole country $353,313,942. We assume them to be the same for the calendar as for the fiscal year, ending June, 1860. That the amounts were very nearly equal, is shown by the fact that the imports into this port for the last half of 1860 were very nearly the same in value as those for the last half of 1859, which went to make up the fiscal year of 1860; the value in the latter case being $112,377,136, and in the former $114,310,110. The imports had not begun to decline till after the commencement of the present year, although the return current of specie set in in the latter part of 1860. It will, therefore, be entirely safe to estimate the value of the imports into the country for the year ending December 31, 1860, to be the same as they were for the year ending June, 1860.

The value of imports into this port of foreign merchandize, exclusive of bullion, for the first six months of the present year was $77,949,000, against $117,031,000 for 1860, showing a falling off of $39,082,000, a rate equal to 33⅓ per cent. The value of imports for the three months already elapsed of the last half of the year have been $21,852,000, against $66,620,000 for a corresponding period of 1860; showing a falling off of $44,768,000, a rate equal to 66 per cent. At a similar rate of decline, which will probably be maintained for the last quarter of the year, the falling off for the last half of the year will be equal to $74,918,092, which, added to the decline for the first half of the year, will make a total reduction of $114,000,000, or almost exactly one half of the value of imports for 1860.

The falling off of imports at other ports will be in still greater ratio. We cannot compare the imports into these for the year so far, with those for 1860, as monthly returns are made and published only from the port of New York. We are safe in supposing that the decline at those not closed by the blockade has been fully as great as at the great centre of the foreign commerce of the country, with the exception of the ports through which the trade with the British North American Provinces are carried on, which has not, probably, materially diminished in amount. On the other hand, as all the ports south of Baltimore are closed by the blockade, and have been since April, we may safely estimate the falling off of imports at these to equal two thirds the entire imports for 1860. This would give us the following result for 1861:

	1860.	1861.
Imports into the port of New York,	$229,408,000	$114,704,065
" " other Northern ports.	93,109,283	46,554,641
" " South'n do..	30,768,511	7,699,628
	$353,313,924	$168,958,934
Add imports of specie..	8,852,330	45,000,000
	$362,176,254	$213,958,934

The falling off of imports of foreign merchandize, according to the above estimate, will be equal to $184,354,990, and the total falling off, including specie, $148,217,320. The imports of specie for the first 9 months of the year have been $35,145,934. The estimate for the year is $45,000,000.

The export trade of the domestic produce of the country for the year presents a still more remarkable change, showing, so far, a rate of increase, exclusive of bullion, almost equal to the rate of decline in imports, and which still brings the balance of trade with foreign countries in our favor, notwithstanding the almost instantaneous disappearance of the entire Southern trade. The value of exports of domestic produce from the port of New York for the past 9 months of the year, exclusive of bullion, has been $90,061,000, against $63,528,000 for 1860, showing an increase equal to $26,433,000, or a rate equal to 42 per cent. The total exports from the United States for 1860 were $400,122,290, of which $215,280,401 were Southern products, made up of the following articles: cotton, $191,806,555; tobacco, $15,906,547; rice, $2,567,399; naval stores, etc., $5,000,000. The exportation for the present, of all the above articles, with the exception of tobacco, will be wholly prevented by the blockade. It may be safely calculated that one half of the crop of tobacco, or that grown in the states of Maryland, Kentucky, and Missouri will come forward. These would leave for exports from the Northern merchandize to the amount of $192,795,562. From this should be deducted foreign merchandize exported to the amount of $26,933,022, reducing the amount to $165,862,140. Assuming the same rate of increase from other ports, as for the port of New York, and that the rate of increase here is to be maintained to December 31, the aggregate exports of domestic produce for the year will be $235,524,240; add exports of specie for the year, $3.280,000, and the total exports will be $238,804,240, against imports, including specie, estimated at $213,958,934; showing a balance in our favor of $24,845,306.

But we have a right to assume that, with the decrease of foreign importations, the re-exportation of foreign merchandize for 1861 will be much less than for 1860. We have, however, made no deduction on this account.

Such is an approximately correct statement of the foreign commerce of the United States for the present calendar year. In the calculation, the Seceding States virtually disappear. The result is the same as if they were blotted out of existence. Under the circumstances, the exhibit is a most extraordinary and encouraging one for our people. It shows that they still retain all the attributes of a nation. That they can part with the South, and still keep all other nations their debtors. The result is still more extraordinary, as the catastrophe of the rebellion was not only not provided against, but was never foreseen till it was precipitated upon the nation. The ship of state was caught in the storm with every yard of canvass flying. That it did not go down, was due to its imperial strength; and though a part of the cargo may be lost, enough is preserved to maintain our commercial independence unimpaired, bring every other nation into our debt, and leave us ample means for the prosecution of the war on a colossal scale. History does not furnish a parallel of a nation undergoing a similar crisis, and coming out of it more independent, stronger, and more resolute than ever.

Whether the war goes on or not, the statement for 1862 will probably be still more strongly in our favor. If it goes on, the economy of the consumption of luxuries will be greatly reduced, while the demand for textile fabrics of all kinds, except silks, for iron and its manufactures, will be mainly supplied by our domestic manufactures. Money, for the future, is likely to rate very nearly as low here as in Europe. A high tariff will probably be continued for the present. The combination of these will keep foreign articles that we have been accustomed to import very largely out of the market. Since July we have been importing into the port of New York only at the rate of $75,000,000, instead of $240,000,000 as formerly. Should the rebellion be so far crushed as to bring out the cotton crop, commencing with the first of the year, our exports of domestic produce for 1862 will exceed our imports of foreign merchandize by at least $150,000,000, to be paid for in gold! Upon the drama that is being enacted here, the eyes of all the world are turned. Should the crop fail to come forward, we can scarcely estimate the loss and suffering that would be caused in foreign countries, or the political or social consequences to which it might lead. If the crop should be relieved, the enormous amount of gold that would be required to pay for the crop, would probably create a disturbance in commercial circles abroad fully equal to the disturbing cause, which has a magnitude unequalled in commercial experience. We have passed through the crisis in this country, and have emerged on firm ground. Whichever alternative may happen, we shall be ready for it, and to profit by it.

IMPORT OF FOREIGN GOODS AT NEW YORK.

	1861. From Jan. 1.	vs. From Jan. 1.	1860.
January	$19,565,000		$21,528,000
February	14,068,000		19,166,000
March	12,658,000		23,495,000
April	12,933,000		16,922,000
May	11,462,000		16,797,000
June	7,263,000		19,123,000
July	7,942,000		24,817,000
August	7,836,000		25,798,000
September	6,074,000		16,005,000
Total 9 months	$99,801,000		$183,551,000
Foreign Specie	35,187,000		951,000

CUSTOMS REVENUE AT NEW YORK.

	1861. From Jan. 1.	vs. From Jan. 1.	1860.
January	$2,059,202		$3,899,166
February	2,528,736		3,328,043
March	2,489,926		3,477,545
April	1,643,261		2,444,267
May	979,145		2,466,462
June	885,062		2,724,193
July	2,069,590		4,504,066
August	1,558,824		4,496,243
September	1,642,382		3,038,803
Total 9 months	$15,856,128		$30,418,788

EXPORT OF DOMESTIC PRODUCE FROM NEW YORK.

	1861. From Jan. 1.	vs. From Jan. 1.	1860.
January	$10,278,000		$5,299,000
February	10,237,000		5,699,000
March	10,581,000		6,999,000
April	9,256,000		6,639,000
May	10,856,000		5,812,000
June	10,270,000		8,308,000
July	9,553,000		7,526,000
August	9,152,000		3,013,000
September	9,878,000		9,233,000
Total, 9 months	$90,061,000		$63,528,000
Foreign re-exported	6,127,000		6,119,000
Together	$96,188,000		$69,647,000

EXPORT OF SPECIE FROM NEW YORK.

	1861. From Jan. 1.	vs. From Jan. 1.	1860.
January	$50,000		$ 854,000
February	1,103,000		977,000
March	302,000		2,382,000
April	1,413,000		2,996,000
May	129,000		5,530,000
June	244,000		8,842,000
July	11,000		6,564,000
August	3,000		7,455,000
September	16,000		3,751,000
Total 9 months	$3,280,000		$42,351,000

EXPORTS RECAPITULATED—NINE MONTHS.

	1861. From Jan. 1.	vs. From Jan. 1.	1860.
Domestic production	$90,061,000		$63,528,000
Foreign re-exported	6,127,000		6,119,000
Specie	3,280,000		42,351,000
Total	$99,468,000		$111,998,000

DELIVERIES OF CALIFORNIA GOLD AT NEW YORK.

1851. From Jan. 1.		1860. From Jan. 1.	
January 3	$1,445,385	January 10	$1,788,666
January 13	1,446,219	January 24	1,700,582
January 25	1,246,020	February 10	1,476,625
February 3	1,514,154	February 26	1,392,579
February 12	1,052,313	February 29	382,504
February 25	1,056,426	March 11	1,198,711
March 5	855,775	March 14	147,000
March 18	815,520	March 25	898,730
March 25	699,597	March 29	156,110
April 3	996,445	April 10	1,146,211
April 12	1,110,231	April 27	1,455,328
April 24	884,577	May 12	1,251,177
May 4	868,619	May 28	1,510,703
May 10	755,102	June 13	1,385,652
May 25	354,115	June 26	1,541,580
June 2	373,211	July 12	1,514,884
June 12	631,659	July 23	673,290
June 24	1,007,196	August 2	988,678
July 4	811,368	August 13	1,003,381
July 15	1,244,000	September 2	934,553
August 2	2,128,242	September 12	791,661
August 13	944,568	September 23	1,202,657
August 23	1,176,434		
August 23	798,833		
September 3	757,629		
September 13	1,100,693		
September 23	953,340		
Total 9 months,	$26,238,873	Total 9 months,	$25,419,163

NEW YORK, Oct. 21, 1861.

Editors of the Railroad Journal:

In your issue of the 19th inst., I notice a statement giving the performance of locomotives on the Illinois Central Railroad for August, 1861, in which the total distance run by freight trains is stated to have been 102,429 miles, at an average cost of 17.58 cents per mile run.

I am at a loss to discover the object in making this statement unless it be to show that the Master Machinist has caused the engines to be run a very great distance, at a very low figure, which in itself, is by no means an evidence that the road, so far as his branch of business is concerned, has been managed economically. As it is the number of tons hauled, or the *cost per ton per mile*, and not the distance run which is the true test of economy, in working any line of railroad, without this such an exhibit is not only worthless, but positively injurious, for the less the tonnage hauled by the engineer, the less will be the cost per mile, and the credit thus awarded, is simply a premium for the least amount of *useful* service rendered.

Had Mr. Hayes, instead of publishing what he has, handed his monthly returns to the proper officer, who has in his possession the necessary data, such a statement might have been made, as would enable the public and the stockholders to judge more correctly in regard to the economy of his operations.

LOCOMOTIVE.

Chicago and Northwestern Railroad.

The earnings of this road for the six months ending October 1, 1860 and 1861, have been as follows:

	1860.	1861.
From passengers	$121,034 54	$156,152 79
From freight	191,628 69	279,881 48
From express, mail, etc.	14,523 59	17,086 99
Total	$327,186 83	$453,121 26
Operating expenses for six months ending Oct. 1, 1861	$211,365 62	
Interest on Flagg Trust bonds	9,800 00	
Interest on pref. 1st mortgage bonds	43,491 00	
Interest on Appleton extension bonds	6,440 00	
Interest on debt	5,351 64	
Exchange	3,322 24	
Discount on currency	8,211 00	
Insurance	2,537 85	
Sundries	2,552 28	
		293,071 63
Leaving a surplus of		$160,049 63

—a sum exceeding the semi-annual interest on the 1st mortgage bonds of the company by $34,049 63. The increase of gross earnings over the corresponding period of the previous year is $125,934 43—equal to the semi-annual interest on the whole general 1st mortgage bonds. The earnings of the company for this period have been applied to the extinguishment of the unfunded debt, and to the general purposes for which the first mortgage bondholders agreed to fund their coupons in July last.

The unfunded debt of the company Oct. 1, 1861, was $301,774 18

Less securities on hand	$31,125 00	
Material on hand	51,257 85	
Other assets on hand	169,004 88	
		251,887 73
Balance		$50,386 40

The equipment of the road consists of 32 first

class and 4 second class locomotives; 19 first class and 2 second class passenger cars; 8 baggage, 424 box, 206 platform, and 9 caboose cars.

Under date of July 20, 1861, the directors of this company submitted as their second annual report, the Circular of the Executive Committee, of January 21st ult., to the stock and bondholders, with a statement of accounts, and the report and estimates of the superintendent thereto annexed. Also, the statement of the directors made to the bondholders on the 11th of April last, with reference to the condition and wants of the road, with their estimates of future earnings and expenditures. Also the report of the committee appointed by the bondholders at their meeting on the 11th of April, to visit the line of the road, and inquire into its condition, accounts, management, wants and prospects, and into all matters connected with its re-organization that might in their judgment be of interest to the bondholders. Also, the secretary's statement, from the books of the company, showing the operations of the road during the fiscal year ending April 1, 1861, and the condition of the company's affairs at that date. Also the proceedings of the bondholders at their meeting on the 11th and 18th of July, in reference to said report, including the resolutions dopted at said meetings, giving the assent of the rst mortgage bondholders to the funding of six upons from their bonds. These documents and statements, which have been supplied to us in pamphlet form, furnish the most complete and authentic information that the board could present to the stock and bondholders, and such as they trust will prove ample and satisfactory. In our issue of 7th ult., we gave the income account of this company for two years ending with June 1, 1861—during which time the gross earnings were $1,250,675 15: and the expenses, including interest, taxes, etc., $868,112 40—leaving a balance to credit of income account of $382,563 75. It appears, however, that the earnings since April 1st, have been used in retiring the floating debt of the company—the balance to credit of income account therefore remains the same as at that date, viz: $323,580 64. We also gave some extracts from the circular of the Executive Committee, omitting, however, for want of space a large portion of it containing exceedingly valuable information; this we subjoin, excepting such portions of it as have been previously quoted. After stating that the company would pay interest on the 1st of February on its preferred first mortgage sinking fund bonds, but not upon its general first mortgage bonds, although the earnings of the road had been equal to the payment of the interest upon both; and that this had been the result of large additions to the rolling stock of the road, without which no such earnings could have been realized, and to pay for which, other structures and necessary improvements in part these earnings had been used, the committee say:

Notwithstanding the evil times we have fallen upon, and the fact that those dealing in the bonds of the company must have long since anticipated this result, as is evident from the reduced prices at which they bought and sold these bonds, still, as the announcement of the non-payment of interest on the general first mortgage bonds of the company may give rise to more or less of disappointment, and occasion some inconvenience with holders of these bonds needing their income, it is considered due to all to set forth, briefly as may be, the causes and necessities which led to and justified this action and result.

The plan for the re-organization and completion of the Chicago, St. Paul and Fond du Lac Railroad, (now the Chicago and North Western Railway Company,) adopted in 1859, by the bond and stockholders and creditors of that road in joint meeting, has been literally carried out, and with unusual success. Indeed, more has been accomplished than it proposed.

That plan provided a fund of $600,000 to pay for the right of way, for iron and for the construction and completion of sixty-three miles of railway, (including six miles of side-track,) with all its depot buildings, water stations, &c., &c.—about $9,000 per mile. A part of the line, however, had been been previously graded, and some few rights of way had been obtained.

These sixty-three miles of road, with its depot buildings and water stations, were built, paid for and put in successful operation at a cost less than $550,000—more than $50,000 less than the means provided or the lowest estimate made—a less cost, perhaps, than any first-class road has ever been built for in this country—the result of very favoring circumstances, in part; but mainly the result of watchfulness, care, economy and skill on the part of those in constant supervision of the work.

The entire line, from Chicago to Oshkosh, 194 miles, was but barely completed and put in operation, when its increasing business brought increasing wants and created the necessity of further accommodations—clearly showing that a million of dollars, in addition to the $600,000 provided, would scarcely have been adequate to provide the equipments, machinery, buildings, storehouses and other accommodations absolutely necessary to the successful operation of the road, with that capacity, economy and profit requisite to make it an interest paying road to its owners.

Some of the members of the joint committee of bond and stockholders and creditors, appointed by the general meeting called in February, 1859, to prepare the plan of re-organization adopted, (Mr. G. M. Bartholemew being of that number,) apprehensive of the very condition of things which has arisen, urged in committee that more coupons be funded, and for a longer period of time in advance, in order that more time for earnings, with which to equip and complete the road in all its appointments, might meanwhile be afforded.

It is to be regretted that this course was not adopted. It probably would have been, but for the hope of others that what was proposed might prove adequate, and was, at any rate, all that could at that time be obtained, and that to ask more then would result in failure to accomplish the good ends which have already been attained, and which, with reasonable additional allowance of time to earn and pay for the full completion and equipment of the entire line of road, will yet result in all that was then counted upon with any degree of certainty. * * * * * *

The extension of the company's road from Oshkosh to Appleton was a necessity, in order to prevent a loss of our land grant, and permanently to secure the business of that region over the entire line of the road to Chicago, and prevent its diversion elsewhere. A like extension from Appleton to Green Bay, some twenty-six miles, is scarcely less important. Its construction would secure to the company, for years to come, the main travel to and from Lake Superior, furnishing the shortest route by days, and would also secure much of the traffic with that growing region.

In the plan of re-organization creating the present company the condition upon which land grant (now second mortgage) bondholders subscribed their ten per cent., and gave up one-third of their bonds for land scrip, was that the present company should complete the road some three miles beyond Oshkosh, to meet the requisitions of the law of Congress, and enable them to obtain the lands which their scrip called for.

The bondholders, at their meeting in New York, in August last, when authorizing the extension of the road from Oshkosh to Appleton—and an issue of bonds ($8,000 to the mile) in aid of its construction—at the same time, in the fulfilment of their obligation to the second mortgage bond and land scrip holders, authorized not exceeding $30,000 of the earnings of the present road to be applied in aid of such extension—the same being considered as an equivalent for and discharge of their obligations to build the three miles north of Oshkosh.

This extension of road is all graded and the track laid nearly to Appleton, and the road in use to Neenah, twelve miles from Oshkosh.

The bonds issued in aid of this extension were chiefly sold at eighty per cent., in payment for iron or for cash, in October last, and except for some failures to fulfil, owing to the sudden depression of the money market in November, would have furnished the means to complete the road, so far as to put it in running order to Appleton.

As it is, not more than about the sum of the earnings authorized will for the present be used in aid of such extension, and the company still have in hand to dispose of some $34,000 of bonds, including some town bonds of Neenah and of Appleton, the sale of part of which town bonds also failed to be carried out because of the revulsion alluded to.

This extension of the line of road from Oshkosh to Appleton is at present connected with the previously existing line at Oshkosh by a large steam ferry boat, which the company have been able to obtain the use of at small cost. But the inconvenience and delay in transporting loaded cars over this ferry daily, especially in winter, when the largest business is obtained from that quarter, shows the necessity of a bridge at that point, the construction of which, at a cost of from $12,000 to $15,000, during the next spring and summer, would seem to be indispensable.

The advantages of this extension are already marked, especially in the increased amounts of flour, &c., transported over our road; the towns of Neenah, Menasha and Appleton, having together sixteen large flour mills, the products of which seek a market almost entirely by our road in winter. * * * * * * * *

A most important and interesting feature, which is annually developing itself more and more upon the Chicago and North Western Railway, is its superior advantages for winter business. During the season of navigation it has to contend with sharper navigation, perhaps, from the roads reaching the lake towns in Wisconsin at shorter distance, than any other road out of Chicago. But in winter, while navigation is closed, nearly all produce north of Chicago and west of Lake Michigan, seeking a southern, and all seeking an eastern market, is obliged to be moved first to Chicago; hence the large and growing winter earnings of our road.

Another very advantageous result has been recently obtained in a railway track through the city of Chicago, connecting the Chicago and North Western Railway with all eastern and southern and southwestern roads, and at moderate cost. A few months will, we trust, perfect these connections, with much advantage to all parties.

The expense of this connection could not be avoided or delayed, without defeat, which was inadmissible.

We give in this connection the General Statement from the books of the company, April 1, 1861, by which it will be seen that interest and $126,034 61 of the principal of the Winslow trust debt had been paid within the year, chiefly from the proceeds of preferred sinking fund bonds sold, and which were held for the protection of that debt, leaving a balance unpaid, due Aug. 1, 1861, of $48,000; and that the miscellaneous small debts owing on depot grounds and for back taxes at the time of re-organization, have been reduced from $38,815 46 to $8,493 05 besides interest paid thereon meanwhile.

The total expenditure in building the new road between Janesville and Minnesota Junction up to April 1, 1860, and for which the $600,000 was

contributed by the bondholders was $537,177 37; and the amount expended in the same time on old or previously existing road, principally for bridges, fences and telegraph line, was $37,448 06; add amount expended from April 1, 1860 to April 1, 1861, on entire line from Chicago to Oshkosh, on account of new buildings and side-tracks, fences, ballasting, and large canal and wharves at Oshkosh, and connecting roads in city of Chicago, etc., mainly called for to accommodate increased business, $90,850 37—making the total amount expended on old and new construction account, exclusive of Appleton extension, since re-organization, $665,475 80.

The total expenditures for new equipment and machinery from date of re-organization to April 1, 1860, was $188,779 15; add amount of equipment and machinery purchased from April 1, 1860 to April 1, 1861, $251,605 21—making the total amount of equipment and machinery purchased from the date of re-organization to April 1, 1861, $440,384 36.

The total debt of the company of every nature, other than its funded debt, on the 1st of April last was $26,961 15.

The assets of the company at that date amounted to $84,699 73. Value of wood and materials on hand $61,691 36. Add to this the amount of preferred sinking fund and Appleton extension bonds of this company, and Appleton City and town of Neenah bonds, at par, $31,125—making the total of assets $177,516 09; and the excess of debt over assets, $149,445 06. To which something should be added to cover the discount from par value of some of the bonds included among the assets.

At least $100,000 of assets must be considered as a working capital to cover and provide for balances due from other roads, uncollected freight balances, wood and materials on hand, etc., and this will be materially increased as the business of the road increases, and can never be counted upon as vailable for any other purpose.

CONDENSED BALANCE SHEET.

Capital stock issued up to this date	$2,893,756 81
Preferred first mortgage sinking fund bonds, coupons due Feb. and Aug. 1st, 7 per cent	1,250,000 00
General first mortgage bonds, first coupon due Feb. 1, 1861, 7 per ct.	3,600,000 00
Second mortgage bonds, first coupon due May 1, 1861, 6 per cent	2,000,000 00
Appleton extension first mortgage sinking fund bonds, first coupon due Aug. 1, 1861, 7 per cent	184,000 00
A. C. Flagg trust bonds, secured by mort. on Chicago depot grounds, interest due January and July 1, 8 per cent	245,000 00
Balance due Winslow, Lanier & Co., Aug. 1, 1861, secured by trust deed to R. H. Winslow on part of Chicago depot grounds	48,000 00
Contracts and mortgages outstanding unpaid on Chicago depot grounds, being for part of the original purchase money	8,493 05
Contracts and notes outstanding	142,896 14
Sundry unpaid bills and accounts	127,571 96
Balance to credit of income account being excess of earnings over operating expenses, and interest paid on bonds from June 1, 1859, to April 1, 1861, as per statement attached	323,580 64
	$10,823,298 60

To cost of the Chicago, St. Paul and Fond du Lac Railroad to this company, in accordance with the plan of re-organization, adopted at the meeting of bondholders, stockholders and creditors, February 22d, 1859, and with their respective agreements of date March 16th, 1859, to wit:		
Amount of first mortgage bonds and coupons of the C., St. P. & F. du L. R. R. Co., exchanged for bonds of this company	$3,762,158 89	
Amount of second mortgage bonds of this Company issued to the holders of the land grant bonds of the C., St. P. & F. du L. R. R. Co., for two-thirds of the principal of their bonds, (the remaining one-third of the principal and the coupons having been exchanged for land scrip	2,000,000 00	
Amount of bonds of the C., St. P. & F. du L. R. R. Co., secured by trust deed to A. C. Flagg, on Chicago depot grounds, assumed by this Company	245,000 00	
Amount of claims against the C., St. P. & F. du L. R. R. Co., secured by trust deed to R. H. Winslow, on Chicago depot grounds, paid and assumed by this company	174,034 61	
Sundry mortgages and unpaid contracts, and back taxes, on Chicago depot grounds, paid and assumed by this company	38,815 46	
Amount of back interest paid on A. C. Flagg's and R. H. Winslow's trust	16,542 45	
Amount of builders' and tax liens upon locomotives and cars of the C., St. P. & F. du L. R. R. Co., paid by this company	91,453 58	
Amount paid for re-organization expenses	38,479 18	
Amount paid to the trustees of the C., St. P. & F. du L. R.R. Co. to pay their debts incurred while the road was in their possession, and for their services and for the services of their attorneys, less the value of wood and material on hand when this company received the road from the trustees	41,818 00	
Amount of stock of this company issued up to this date, in exchange for stock of the C., St. P. & F. du L. R.R. Co., and in settlement of claims against said company	2,863,756 81	
Discount on preferred first mortgage bonds of this company, sold since April 1st, 1860, to pay claims secured by R. H. Winslow trust	40,689 75	
Total cost of C., St. P. & F. du L. R.R. Co. up to this date	$9,312,748 73	
Amount expended from June 1, 1859, date of re-organization, to April 1, 1860, on old road from Chicago to Janesville, and from La Crosse Junction to Oshkosh	37,448 06	
Amount expended on new road from Janesville to La Crosse Junction, for which the $600,000 was advanced by bondholders	537,177 37	
Add for strap rail on hand April 1, 1860	7,600 00	
Add amount expended on account of construction, between April 1st, 1860, and April 1st, 1861, on whole road from Chicago to Oshkosh	90,850 37	
Amount expended on account of Green Bay ext'n, for surveys, etc.	969 64	
Cost of Appleton extension	218,603 98	
New equipment account	440,384 36	
Securities on hand	31,125 00	
Material on hand	61,691 36	
Other assets	84,699 73	
	$10,823,298 60	

The following is a list of the directors and officers elected June 6th, 1861:

President—WILLIAM B. OGDEN.

Vice-President—P. H. SMITH.

Directors—William B. Ogden, George Smith, Illinois; P. H. Smith, M. C. Darling, A. L. Pritchard, J. J. R. Pease, Wisconsin; William A. Booth, Lowell Holbrook, David Dows, C. S. Seyton, H. H. Boody, Austin Baldwin, New York; George M. Bartholomew, Conn.

Superintendent—GEORGE L. DUNLAP.

Treasurer—GEORGE P. LEE.

Secretary—JAMES R. YOUNG.

Transfer Agent in New York—H. H. BOODY.

Machine-Cut Files.

We had the pleasure yesterday of examining some of the files of the Whipple File Co., manufactured by machinery. This method of manufacturing them has been tried before, but without success, because all machines for this purpose heretofore invented, have imitated the process of hand cutting, with a hammer and chisel. The Whipple Company, on the contrary, adopt an entirely different principle; they use a revolving cutter, to which a number of file forms can be presented at once. Besides the gain of time, this process has the advantage of not weakening the structure of the steel by the sharp blow of hand-cutting, which so often causes a file to break along the line of one of the teeth. The rows of teeth of their round and half-round files, instead of running straight along the lengths of the tool, wind around them like a screw with a long pitch, and the ends of the teeth, where the indentation is less deep, overlap each other, thus getting rid of the lines on the hand cut tool, where one tooth leaves off and the other begins while the file is perfectly smooth.

The facility of manufacturing these instruments will make them the cheapest in the market; for while a good workman can cut by hand only two and a-half dozen a day, the machine, with a man to tend it, can cut twenty-two dozen. The files of the Whipple Company are recommended by the superintendents of our best machine shops, among others, those of the Novelty Works, New York, and are found to do 25 per cent. more work than the hand-cut article.—*Boston Advertiser.*

St. Paul and Pacific Railroad.

The first section of this road, from St. Paul to St. Anthony, will be completed and the cars running in a few weeks. On the 28th ult., 700 bars of iron were landed at the docks of the Milwaukee and Minnesota Railroad, being a part of a shipment of 1,000 tons for the St. Paul and Pacific Railroad.

Ebensburg and Cresson, Pa., Railroad.

The work of laying the track on this road is progressing rapidly, under the supervision of PHILLIP COLLINS, Esq., the contractor for the same, some three or four miles being already completed and in running order. Mr. Collins was also the contractor for the grading of the road. In six weeks, or two months more, weather permitting, the track will be completed to the "Mountain Village."

Coal Oil Trade of the Philadelphia and Erie Railroad.

The number of barrels of coal oil carried over this road during the nine months ending September 30th was as follows:

January	15,092	June	7,685
February	9,621	July	11,896
March	4,383	August	17,197
April	5,521	September	18,375
May	7,228		

Total barrels carried in nine months .. 96,998

For the year the oil trade of the road will almost reach one hundred and fifty thousand barrels.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances. A *dash* —) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,915,087	73.0	323,491	712,876	354,136	14	155
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,035	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	8	—
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	326,573	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,800	164,670	594,836	19.3	.....	10,255	1,504	—	—
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	765,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 615	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,553	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,641	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '61	133.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,196,257	168.0	.....	1,514,478	242,564	....	62½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	116,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	50½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	69½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	0 6,208	*	—	1,600,000	2,391,000	—	.....	175.0	.....	.....	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	65½
.. .. ..	—	—	—	81.6	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	8,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	280,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230.563	99,080	—	—
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	60.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	113.0	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	22.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	—	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	....	— }	12	10	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				{ Louisville and Frankfort	1,375,359	126,735	6,540	741,060	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	—
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	248.969	108,434	1,710,819	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412	—	—	180,497	300,000	75,000	----------	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	---	---	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	----------	----------	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	----------	----------	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,823	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	42
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	104
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	101
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	104½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	----------	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	79
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	60½
30 Nov. '60	19.9	1.3	3.6	—	---	---	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	----------	8.4	24,428	15,891	—	—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	----------	87.3	413,017	642,406	316,185	6	99
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,160	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	nsaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,357	888,254	—	103½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	---	---	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.0	.....	365,038	144,270	—	----
-- --	--	—	.....	—	---	---	.....	*Flint and Pere Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- --	--	—	.....	183.0	---	---	.....	*Grand Rapids and Indiana*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,261,263	2,126,699	910,169	3	49
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,674	9,018,200	9,719,704	437,886	19,175,790	589.0	1,592,377	2,075,459	1,035,629	—	18
-- --	--	—	—	89.8	---	---	.....	*Port Huron and Milwaukee*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	----------	----------	----------	----------	600,000	----------	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	----------	----------	----------	----------	600,000	191,130	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	----------	----------	----------	----------	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	---	---	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	----------	----------	—	----
31 Aug. '60	206.8	—	.....	—	---	---	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- --	--	—	—	.....	---	---	.....	*Platte County*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
28 Feb. '59	183.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	----------	----------	—	—	—	—	—	—
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	a. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,380	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	53½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,152	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	58,577	8	99½
31 Mar. '59	52.7	—	4.0	—	2	4	60	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	306,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,379	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	----------	12,678,400	124.2	.....	1,997,065	733,960	12	112½
31 Dec. '60	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	118
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	----------	----------	—	—	—	—	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	---	---	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	----------	----------	----------	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,800	600,000	713	1,740,715	18.7	6 mo.	235,583	112,441	6½	—
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	8,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		ope	r. by Re	na. & Sarat.			
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	ope	r. by W	estern.		6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,670		1,000,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954		
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,560	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000			380,000	70,000		450,000	ope	r. by Er	ie.	24,000	6	
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope	r. by Er	ie.	30,000	6	
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0	—	115.1	—	68	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		36½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454		9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094		963,331	24,000,000	14,332,523	127,376	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	77½
30 Sep. '60	446.6	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,160,321	1,827,406		31½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9		1,142,851	433,716		12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.			
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080		
30 Sep. '60	35.9	—	22	—	7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748		75.4	79,240	80,611	37,436		
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	269,353	131,525	6	
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021			557,560	150,000	19,960		ope	r. by B.,	N. Y. &	E. 22,047		
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54		
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			ope	r. by Ren	s. & Sar.		5	
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113		
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800		
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,153	121,065		61.0	191,579	227,488	139,817		
30 Sep. '60	31.9	—	3.6	—	10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155		112.0	280,643	312,066	160,237		
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073		274,400				ope	r. b. Hud	s. River.		6	
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601			30,000	680,000			ope	r. by oth	er Co's.			
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295			54,500	4,500	14,500							
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067	10	
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '59	118 2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508		
1 Aug. '60	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		697,683	71,356		
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,392	198.3	382,987	644,229	282,700	7	
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,065,799	580,621	10	99
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003		89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.6	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	10½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		919,971	493,956		35½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,800,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,796	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0		375,002	212,107		
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845	1,104,086	36.6		62,025	3,565		
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658			16.0	40,064	64,000	33,000		
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0		152,328	43,865		
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana													
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0	60,901	63,141	13,573		
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	657,835	1,200,499	341,591	8	73
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,561	1,115,662	674,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452		
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.8		898,818	169,943		1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589		
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,385,200	132,063	2,588,876	125.0		185,934	34 167		
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8	—	—	62.2	6	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0		861,722	373,772		
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	—	3.0	136.2	4	6	97	Alleghany Valley				378,455	62,624		45.0	61,634	94,342	45,161		
31 Aug. '59	20.5	—	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	57
31 Dec. '60	63.5	—	—	3.5	—	22	14	300	Catawissa	3,403,500	*		3,350,000	53,500			146.0					5½
30 Sep. '60	52.5	—	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*		756,900	270,500	48,358	1,296,568	52.5		182,673	116,822	8	
31 Dec. '60	110.8	2.3	—	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		2,191,336	1,316,688	6	72
30 Nov. '59	36.3	—	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6	—	—	4.0	—	—	—	—	Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	—	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,343	55.5		436,237	153,334	6	51
31 Aug. '59	32.3	—	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '59	30.9	11.3	—	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9	—	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '60	45.7	—	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*		1,966,350	1,500,000			45.7	183,500	679,908	342,089	6	49½
30 Nov. '59	28.0	5.0	—	13.5	—	9	—	—	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '60	20.0	—	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,950	3,413,871	303 927	9,803,932			1,773,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000			2,991,150	72.3		556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	—	9.7	—	17	20	504	North Pennsylvania	5,458,892	396 927		3,155,876	2,940,473	774,823	6,471 462	65.7	5 mos.	176,047	91,399		5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065 289	3,474.545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402		40
30 Sep. '59	12.0	—	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0	—	—	16	—	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333	24.0		288,657	167,194		43
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,804	11,548,929	12,006,150	—	24,353,896	151.4		3,812,646	1,625,985		17
31 Dec. '59	28.0	—	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy		125
31 Oct. '60	98.0	6.0	.....	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,800,000	—	.....	200.5	46,677	1,236,597	471,712	6½	20½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,808	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------					—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	-------	-------	-------	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573.616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	739,970	60,821	1,724,227	-------	-------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	114,126	61,848	—	----
30 Nov. '59	29.8	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	-------	-------	29.6	-------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	-------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	-------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	-------	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	334,000	-------	-------	109.6	-------	283,263	151,536	6	----
— — '58	40.8	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,746	2,919,554	164.6	-------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,833	-------	-------	-------	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	...	...	....	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,716	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	-------	1,635,006	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	-------	-------	-------	-------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	-------	-------	-------	-------	—	----
1859	59.0	—	40.1	—	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859	----	—	----	—	...	...	....	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	-------	-------	-------	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	—	----
— — '58	56 0	—	----	184.0	...	...	....	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275-000	240,000	171,560	-------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	...	...	....	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
— — '59	28.0	—	----	756.0	...	...	....	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	-------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	834,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,617	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	-------	—	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	98
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	-------	-------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	...	...	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	-------	-------	-------	-------	—	----
30 Sep. '59	77:8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	-------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.6	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,056	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	-------	43.6	1,068,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep '60	178 2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	749,489	347,957	—	----
30 Sep. '59	82.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	-------	55.0	-------	-------	-------	—	----
25 Mar. '59	199.8	—	----	—	...	...	....	*Milwaukee and Minnesota*	-------	-------	-------	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	...	...	....	Milwaukee and Horicon	919,767	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '60	191.9	42.5	28.3	—	...	...	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	-------	7,500,000	234.4	-------	883,186	439,943	—	17½
— — '57	50.0	—	----	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	-------	-------	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 ,850	68,438	—	----
— — '58	10.0	—	----	55.0	...	...	....	Wisconsin Central	600,000	-------	-------	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	-------	-------	-------	-------	-------	81.0	166,245	-------	-------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	-------	14,064,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	-------	-------	-------	-------	-------	24.0	37,081	-------	-------	—	----
— — '59	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	-------	-------	-------	-------	-------	96.6	254,530	-------	-------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	89,222	-------	-------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	826,164	—	4,451,012	—	—	4,451,012	108 0	193,683	116,225	41,985	—	—
30 July, '61	60.0	—	----	—	...	...	....	New Brunswick and Canada	1,402,748	102,358	-------	1,390,000	13,100	186,000	1,779,232	60 0	-------	132,555	36,670	—	—
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	...	...	....	Nova Scotia	-------	-------	-------	-------	-------	-------	-------	61.5	-------	-------	-------	—	----
								NEW GRANADA.													
.. Dec. '60	48.7	—	----	—	...	...	....	Panama	3,000,000	*	708,000	4,976,000	2,490,228	44,000	9,302,828	48.7	-------	1,550,878	1,986,181	12	117

New York Stock Exchange.

Sale Prices for the week ending Oct. 23, 1861.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	84⅛	----	83
U. S. 5s, 1874	----	----	----	84½	84	84
U. S. 5s, 1865	88	----	----	----	----	----
U. S. 6s, 1881, reg.	----	92	93⅛	94	93½	----
U. S. 6s, 1881, cou.	----	92⅛	94	94½	----	94⅛
U. S. 6s, 1862	----	----	96⅛	----	96⅛	----
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	99⅛	99⅝	----	99⅞	----	----
State Stocks:—						
California 7s	81½	81½	----	81⅝	81⅝	81½
Georgia 6s	----	65	----	----	----	64½
Illinois 6s	83	----	----	83	----	82½
" Canal bonds	----	----	----	----	82	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	76
Louisiana 6s	----	----	56⅜	----	----	56
Maryland 6s	----	----	----	----	----	----
Michigan 6s	83⅛	83	----	83	----	83
" 7s war loan	----	87	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	44	45	45⅞	44½	45⅛	43⅞
Do. iss. to H.& St.J.R.	----	----	----	47½	48	----
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	59	59	60	59½	59½	60
South Carolina 6s	----	----	----	55	----	----
Ohio 6s	----	----	92½	90½	91	----
Tennessee 6s, 1890	42⅞	43½	42½	43½	45½	----
Virginia 6s	46½	46⅝	----	46	----	46
Railroad Shares:—						
Chicago, Burl. and Q.	63	64	63⅞	63	62½	62⅛
Chicago and Rock Isl.	49⅝	50	51⅛	51	50⅞	50⅛
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	11½	----	11½	11	----	10⅜
Clev. and Toledo	35⅛	36⅛	36⅛	36⅛	35⅛	35⅜
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	69⅜	71⅞	71⅛	71⅛	70	69⅛
Hudson River	37	37½	37⅛	36	36	35⅞
Illinois Central (scrip)	66⅛	66⅜	----	66	65⅛	65⅛
Indianapolis and Cinc.	----	----	----	----	----	----
Michigan Central	48⅛	50⅛	50	49⅜	48⅞	49
M. S. and N. I. guar'd,	37⅛	38⅛	38⅞	38⅜	36⅛	37
M. S. and N. I.	17⅛	18⅛	----	18⅛	18⅞	18
Mil. and P. du Chien	----	----	----	----	17⅛	----
M. and P. du C. 1st pref.	----	----	----	----	73	----
M. and P. du C. 2d pref.	----	----	55	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	77⅜	78	78⅛	77⅛	77⅛	77⅛
Erie	30⅜	32⅛	32⅛	32⅛	31⅜	31⅛
Erie pref.	----	50⅛	52	53	51⅛	51⅛
Erie Assessment Scrip	31	----	----	----	----	----
N. York and Harlem	13	12⅛	13	13⅛	12⅛	12⅛
N. Y. and H. "pref."	32⅛	33⅛	32⅛	32⅛	31	31⅛
Panama	----	----	117	----	----	----
Phila. and Reading	35⅛	35⅛	35⅛	----	35	35⅛
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N.W. 1st M.	----	----	----	----	----	38⅞
" " 2d M.	13⅜	----	----	----	----	----
" " S. F.	81	80⅛	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	76⅛	----	----	----	----	76
Chi., Bur. and Q. 8 p.c	92⅛	92⅛	92⅛	----	----	92⅛
Chi. and R. I. 1st M. '70	----	----	94	----	----	----
D.L.&W.1M.8p.c.'71-5	----	----	----	----	----	----
" 2M.8p.c.'81	----	----	----	----	----	----
Gal.and Ch.1M.8p.c.'63	----	----	----	98⅞	----	----
" 2M.8p.c.'75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1M.7p.c.'69	----	----	----	----	----	----
" 2M.7p.c.'60	----	----	----	96⅜	----	----
" 3M.7p.c.'75	83	----	----	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr.7 p.c.'75	89	----	----	89	89	88⅜
" " 6p.c.'75	89	----	----	89	89	88⅜
L. Erie & Wab. 1 M.	71	71	----	----	----	----
" " 2 M.	41	----	----	----	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S.F. 8 p.c. '82	90⅛	91	92	----	----	----
" conv. 8p.c.'69	----	----	----	----	----	96
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	60
" " S. F.	----	----	----	80	----	----
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y. C. 6p.c. certif. '83	92	----	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	100⅜	----	----	----	----	----
N.Y.&E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	85⅛	----	85
" 4 M. 7 p.c. '80	----	----	----	----	----	77
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	92	93	93⅛	93⅛	92	92⅛

The following are the closing prices in the London Market on the 8th October:

United States 5s, 1874	72	to	74
Virginia 6s	48	"	49
Erie shares, ex assessment scrip	22⅛	"	23⅛
Erie shares, 7 per cent. preference	42½	"	43⅛
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875 x. c.	75	"	77
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $80 paid, dis.	39⅛	"	38⅛
Illinois Central, all paid	59	"	60
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882 x.c.	83	"	85
Michigan South. and North. Indiana 7s, 1885	65	"	70
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	66	"	67
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	88	"	90
New York and Erie, 3d mort., '83, assented "	76	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	100	"	102
Panama, 2d mortgage 7s, 1872 x.c.	95	"	97
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, October 26, 1861.

Share and Money Market.

The Share Market the past week has been a very fluctuating one, with a general decline of prices, for no other apparent cause than rumors of military reverses, and of disturbances in our foreign relations, none of which probably have any foundation. It is natural that the share market should be unquiet in view of the great movements now on foot. Every day, however, really improves the condition of the country, both in a military and commercial point of view, as every day is adding strength to the government, while the enormous exports of breadstuffs is a guarantee against commercial disturbance. Every interest in the country is steadily improving. Money continues abundant, the loans to government having apparently no other effect than to make it plenty. The exports of produce the past week from this port were nearly $4,000,000, vastly exceeding those of any former period. The anamolous, and at the same time satisfactory condition of the country in reference to its foreign trade is well stated in the extract which we give elsewhere from the Financial Circular of Messrs. Samuel Hallett & Co., to which we invite attention.

We understand that the New York Central Railroad Company has raised its rate on flour from Rochester to New York 20 cents, now making the charge 90 cents per barrel. The Pennsylvania Central is so overwhelmed with business that it has been forced to adopt an arbitrary rate from Pittsburg eastward, in order to keep freight back.

Pursuant to an order of the Supreme Court the interest on the fourth mortgage bonds of the New York and Erie Railroad Company which became due on the first of October inst., will be paid on presentation of the conpons at the office of the Receiver, in Erie Place, on and after the first day of November next.

All the past due coupons of the 1st mortgage bonds of the Milwaukee and Watertown Railroad Company will be paid on presentation at the office of G. S. Robbins & Son, No. 54 William-st., at the rate of $35 for each coupon, being at the rate of 7 per cent. per annum on the face of said bonds.

The Pennsylvania Railroad Company have declared their usual semi-annual dividend of 3 per cent. clear of State tax, payable to stockholders on and after November 15th, 1861.

An important case was argued on Saturday last before Judge Drummond, in the Circuit Court of the U. S., now in session at Chicago, Ills., wherein James T. Soutter and David Hoadley are the plaintiffs, and the Peoria and Oquawka Railroad Company and Moss, Harding and others are defendants. The suit was brought to foreclose the first mortgage bonds of the company, involving an amount of three millions of dollars. This was a final hearing, and came up on motion of the defendants' counsel to dismiss a cross bill filed by the Railroad Company and Moss and Bradley. The arguments in the case were made by Hon. James F. Foy, of Detroit, for plaintiffs; J. L. Jernigan, Esq., of New York City, for defendants. The Court has the case under advisement.

The September earnings of the Philadelphia, Wilmington and Baltimore Railroad show an increase of $43,000 over those of September, 1860, while in the first two weeks of October the increase is still greater, being $28,000 for the two weeks.

Information has been received that the commissioners, appointed by Judge Miller, at Milwaukee, Wis., have reported in the matter of the second mortgage bondholders against the La Crosse and Milwaukee Railroad Company, and that they report that said bondholders are entitled to $500,000, one-half of their claim, and $25,000 interest. This would seem to put a foreclosure of this mortgage entirely out of the question, which will be very gratifying to the holders of the third mortgage bonds and other creditors.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. Brandt, Broker, No. 39 Exchange-place, for the steamer of 23rd inst., were as follows:

London—60 days' sight	107⅝ per cent.
London—3 days' sight	108½ "
Paris—60 days' sight, per dollar	5f. 33¾c.
Paris—3 days' sight, per dollar	5f. 28¾c.
Amsterdam—60 days' sight, per guilder	40⅛c.
Hamburg—60 days' sight, per marc banco	35⅜c.
Frankfort—60 days' sight, per florin	40⅜c.
Bremen—60 days' sight, per rix dollar	77⅜c.

Pittsburg and Connellsville Railroad.

The eleven miles of new road between Port Perry and Pittsburg having been completed, trains commenced running over the same on the 17th inst. Hitherto the trains of this company have entered Pittsburg over the track of the Pennsylvania Railroad from Brinton's, 12 miles below Pittsburg. The whole distance from Pittsburg to Connellsville is now 59 miles, and between these points no portion of the Pennsylvania road is used. The work upon the continuation of the road to Cumberland, 91 miles, work was suspended in October, 1857, and has not since been resumed. Thirty-three miles west of Cumberland is the Sand Patch tunnel 4,650 feet long, on which $200,000 have been expended in driving the tunnel-heading, which is within 250 feet of completion. From Bridgeport at the mouth of Little Wills' Creek, on the Pittsburg and Connellsville Railroad, 12 miles from Cumberland, a road will

doubtless be made to Bedford, which is only 22 miles distant from Bridgeport. The distance from the Pennsylvania Railroad at Huntingdon to the Pittsburg and Connellsville Railroad at Bridgeport, is 78 miles; from Huntingdon to Cumberland, via Bedford and Bridgeport, the distance is 85 miles.

Coin and Bullion.

EXPORTS OF COIN AND BULLION FROM THE UNITED STATES.

Statement exhibiting the amount of Coin and Bullion imported and exported annually from 1821 to 1860, inclusive.

	Imported.	Exported.	Excess of exportation over importation.
1821	$8,064,890	$10,477,969	$2,413,079
1822	3,369,846	10,810,180	7,440,334
1823	5,097,896	6,372,987	1,275,091
1824	8,379,835	7,014,552	*1,365,283
1825	6,150,765	8,787,659	2,636,894
1826	6,880,966	4,704,533	*2,176,433
1827	8,151,130	8,014,880	*136,250
1828	7,489,741	8,243,476	753,735
1829	7,403,612	4,924,020	*2,479,592
1830	8,155,964	2,178,773	*5,977,191
1831	7,305,945	9,014,931	1,708,986
1832	5,907,504	5,656,340	*251,164
1833	7,070,368	2,611,701	*4,458,667
1834	17,911,632	2,076,758	*15,834,874
1835	13,131,447	6,477,775	*6,653,662
1836	13,400,881	4,324,336	*9,076,546
1837	10,516,414	5,976,249	*4,540,165
1838	17,747,116	3,508,046	*14,239,070
1839	5,595,176	8,776,743	3,181,557
1840	8,882,813	8,417,014	*465,799
1841	4,988,633	10,034,332	5,045,699
1842	4,087,016	4,813,539	726,523
1843	22,390,559	1,520,791	*20,869,768
1844	5,830,429	5,445,214	*376,215
1845	4,070,242	8,606,495	4,536,253
1846	3,777,732	3,905,268	127,536
1847	24,121,289	1,907,024	*22,214,265
1848	6,360,224	15,841,616	9,481,392
1849	6,651,240	5,404,648	*1,246,592
1850	4,628,792	7,522,994	2,894,202
1851	5,453,592	29,472,752	24,019,160
1852	5,505,044	42,674,135	37,169,091
1853	4,201,382	27,486,875	23,285,493
1854	6,958,184	41,436,456	34,478,272
1855	3,659,812	56,247,343	52,587,531
1856	4,207,632	45,745,485	41,537,853
1857	12,461,799	69,136,922	56,675,123
1858	19,274,496	52,633,147	33,358,651
1859	6,369,703	63,887,411	57,517,708
1860	8,550,135	66,546,239	57,996,104
Total	$340,161,876	$688,646.608	$460,846,277

* Excess of importation over exportation, $112,361,-545.

Cleveland and Toledo Railroad.

In relation to the Cleveland and Toledo Road, the Cincinnati *Gazette* says:

In 1857, like all the other Northern and Western railroads, the Cleveland and Toledo got into difficulties. To meet its interests payments, it was compelled to sell income bonds at a heavy discount, and its earnings fell off so heavily that dividends were suspended, and the company was left with a small but embarrassing floating debt. Ever since then, the net earnings of the road have been applied to the liquidation of this debt, and fifteen months ago it was reduced to something like $250,000. The condition of the property was then so promising, and its traffic so good, that some wealthy and sagacious capitalists of New York undertook to dispose of the floating debt by funding it, at, we believe, 95 per cent. The negotiation fell through in consequence of the distrust created by the first menace of Disunion. It is now probable that it will be revived, and if it is carried through, the resumption of dividends on this stock will follow as a matter of course. Last year, the Cleveland and Toledo earned 4 per cent. on its stock, after paying interest, expenses, &c. This year it will do better, in consequence of the increased activity of the breadstuffs movement.

The New York Banks.

Below we give the quotations at the New York Stock Exchange for the shares of the leading Banks in the City of New York, as they were on the 19th of October, 1860 and 1861. It will be seen that the range of present prices is on an average fully 20 per cent. below that for 1860. The real value of the Bank stocks in this city cannot, we are confident, be more than 10 per cent. less than in 1860. It is the opinion of those having the best opportunities for knowing, that 10 per cent. is an ample guarantee for all the losses sustained by the recent crisis. If so, the prices of shares are excessively depreciated. The Banks are now in a very prosperous condition, and in the government loan, have all the paper they need, at a very high rate of interest. The aid they have extended to government is calculated to greatly strengthen their customers, and the public generally. Attention has only to be turned toward these institutions to cause a large advance in their shares.

	Oct. 19, '61. Offer.	Ask'd.	Oct. 19, '60. Offer.	Ask'd.
Bank of New York	88¼	92	103	103¼
Manhattan	116	—	140	145
Merchants'	92	93	107¼	108
Mechanics'	96	99	114	116
Union	89	90	105¼	106
America	97¼	99	114	114
City	107	—	130	135
Phenix	88	90	110	115
Tradesmens'	97	97	109	110
Chemical	400	—	400	—
Fulton	115	140	135	140
Butchers and Drovers'	103	103	125	130
Mechanics and Traders'	106	112	110	112
National	88	90	100	103
Merchants Exchange	78	80	98	99
Leather Manufacturers'	112	—	140	—
Seventh Ward	111¼	125	130	—
State of New York	83	85	102	—
Commerce	83	84	101	—
Broadway	115	120	130	155
Ocean	70	72	98	99¼
Mercantile	100	112	—	—
American Exchange	85	86	103¼	104
Republic	88	91	126	127
North America	86	92	109	110
Hanover	70	71	93	94
Irving	70	75	96	97
Metropolitan	93	95	111¼	113
East River	79	82	98	100
Nassau	83	—	103	104
Shoe and Leather	86	90	108	109
Corn Exchange	85¼	—	95	98
Continental	73¼	75	103¼	105
St. Nicholas	66	70	89	90
Marine	60	—	84	86
Commonwealth	70	75	94	95
Importers and Traders'	86	—	113¼	114
Park	93	95	113	113

Croton Aqueduct Department.

The third quarterly report of this department states that the total receipts of the department from water rents, from July 1, 1861, to September 30, 1861, were $595,619 51; for penalties, $5,-224 02; for taps in water pipes, $2,073 25; for permits to connect with sower, $13,058; for constructing vaults, $6,915 25; petty cash, $456 28; total, $623,363 31. Warrants have been drawn from the Comptroller, during the same period, for $881,861 02 for the various expenses of the department. Certificates for payments of the street improvement fund have been as follows: for sewers, $161,670; receiving basins, $548 25; trap-block pavement, $91,022 67; cross walks, $7,-668 15; wells and pumps, $327 75; inspection, $15,422.

Philadelphia and Erie Railroad.

The terms and conditions of a lease of the Philadelphia and Erie Railroad, by the Pennsylvania Railroad Company, have been passed upon and concurrently agreed to by the respective Boards of Directors of the two companies; and, according to these terms and conditions a contract is being prepared, jointly by the solicitors of the two companies in negotiation, under the supervision of their respective Presidents; when framed and duly signed, the contract will be submitted to the stockholders interested in its provisions, for their final ratification.

The matter of the lease, therefore, has passed out of the deliberations of the two Boards of Directors, and has only to receive the formal approval of stockholders, to become invested with the force and effect of law.

The decisive step in the negotiation was taken by the Board of Directors of the Pennsylvania Railroad Company on Saturday last, when a proposition, understood to embody, substantially, the ultimatum of the other company, by whom it was tendered, was agreed to by a large majority vote, in a shape which, on Monday last, was formally approved by the unanimous vote of the Board of Directors of the Philadelphia and Erie Railroad Company.

When signed by the Presidents of the two Companies, the specific terms and conditions of the lease will of course be made public, for the information of stockholders; meantime it is said that the lease stipulates that:—the Pennsylvania Railroad Company are to guarantee the interest and principal of $5,000,000 of bonds secured by a first mortgage on the Philadelphia and Erie Railroad, of which bonds $3,800,000 are to be reserved by the Pennsylvania Railroad Company for construction uses, under contracts hereafter to be made; that the remaining $1,200,000 of said bonds are to be appropriated to the Philadelphia and Erie Railroad Company, to be used in funding contractors scrip, by compromise, and in extinguishing all other unfunded indebtedness, which bonds, added to other available assets, are said to be ample for that purpose; that for equipments now the property of the Philadelphia and Erie Railroad Company the Pennsylvania Railroad Company are to pay in cash $150,000; that all contracts for work or materials chargeable to *construction* or capital account, executed or allotted bp the Philadelphia and Erie Railroad Company, are abrogated and annulled; and that the Pennsylvania Railroad Company are to equip and operate the Philadelphia and Erie Railroad for seventy per cent. of the gross receipts, which leaves to the Philadelphia and Erie Railroad Company, for the use of their roadway, thirty per cent. of the gross receipts, with which to pay interest, expenses of organization, and dividends.

The terms agreed upon are the result of long, patient and frank negotiation, and are believed to combine the utmost that the Pennsylvania Railroad Company would give, and the utmost that the Philadelphia and Erie Railroad Company would offer or agree to, the first-named company having its own credit to protect, and the last-named company having to trust to that credit for means to complete their own unfinished road.

From all Pennsylvania stand-points this lease is a rosy omen and a gladdening fact. By it Philadelphia, the seaport of the State, will enjoy as friendly communication with Erie the lakeport of the State, as with Pittsburg the Ohio riverport of the State. And thus between the seaboard, the Mississippi Valley, and the basin of the lakes, *all upon Pennsylvania soil*, an iron trunk with two forking iron limbs, operated by a single organization, will compass grand results to the people of the State, and achieve important ends to the parties to the compact, which could not have been secured by competition; now creditors and stockholders of both Co.'s are insured against ruinous opposition, for, under the lease, their interests are identical and their unity unquestionable.

Philadelphia will now indeed have an iron arm outstretched to Erie City, a portal of the lake basin, the fellow and counterpart of her iron arm

to Pittsburg, the eastern gate of the Misaissippi Valley.—*U. S. R. R. and Mining Register.*

Journal of Railroad Law.

TAXATION OF RAILROADS BY COUNTY AUTHORITIES: WHEN EXEMPT FROM SUCH TAXATION IN MASSACHUSETTS: WHAT IS A SUFFICIENT TAX LIST.

By the laws of Massachusetts a railroad company having its road built in accordance with law and the power conferred upon it, in its charter, is exempt from taxation to the extent of five rods in width of its road. By the provisions of the statutes of 1855, ch. 240, the Fitchburg Railroad Company were authorized, in order to correct any irregularity or insufficiency in the location of their road, to file with the County commissioners of the Counties of Worcester and Middlesex a new location of the road, which should be in conformity with its actual construction, and when so filed was to become and be valid and sufficient in law. The company accordingly, in pursuance of this privilege granted them, filed a new location of that portion of their road lying within the limits of the City of Charlestown. But in the assessment of taxes made by the City of Charlestown for the year 1859, the property of the Fitchburg Railroad Company was included, and the company taxed notwithstanding the laws exempting them from taxation, when they had filed a proper location of their road; the company in this instance, having, as already stated, filed a new location in pursuance of the privilege granted in the statute of 1855.

Previous to the assessment the company presented the following petition to Charlestown authorities:

"*To the Assessors of the City of Charlestown:*

The Fitchburg Railroad Company submit and bring in the following list of all the estate of the said company in said Charlestown, subject to taxation, bring all the real estate of said company, in said Charlestown, except that embraced and contained in the location of said company's railroad, made and filed according to law, that is to say, three hundred and forty-eight thousand and three hundred and ten square feet of land and wharf with the buildings thereon—the same lying between Prison Point, so called, and Warren Avenue, valued at $330,000."

Fitchburg Railroad Company,
By M. D. Benson, Treasurer.

Charlestown, May 2, 1859.

"June 7, 1859. Then personally appeared M. D. Benson, Treasurer, and made oath that the above statement by him subscribed was true."

Thomas Greenlief, Assessor.

The company for the purpose of having the assessment upon them reduced applied to the assessors; but they refused to take any action: application was then made to the county commissioners, who ordered a reduction of the amount assessed against the company; the city authorities still refused to make the reduction, and petitioned the Supreme Court for a *certiorari* directing the county commissioners to produce their records in the matter of the application of the Fitchburg Railroad Company for an abatement of taxes assessed upon said company by the City of Charlestown for the year 1859. The following is the opinion of the Court, rendered at the decision of the case, and denying the writ.

Merrick, J. By the provisions of st. 1855, the Fitchburg Railroad Company were authorized, in order to correct any irregularity or insufficiency in the location of their road, to file with the county commissioners of the counties of Worcester and Middlesex a new location of it, in conformity with its actual construction, as it was then already built; which, when duly filed, was to become and be "valid and sufficient in law to all intents and purposes." In pursuance of the authority thus conferred, the corporation afterwards made, and filed with the commissioners of the county of Middlesex a new location of a part of their road upon and over land belonging to them situate within the limits of the city of Charlestown. It was suggested at the argument, in behalf of the petitioners, that this did not correspond with, but was an enlargement of the original location, although no such fact appears from the statements in the report, or in any of the papers accompanying it. But this is quite immaterial, since, by the positive terms of the statute, the new location made in conformity to its actual construction upon being duly filed, is made valid and effectual for all purposes whatever.

One of the rights to which a railroad corporation becomes by law entitled, under a lawful location of their road, is an exemption from taxation of land included within its limits not exceeding five rods in width, necessary for use in the transportation of persons or property, or for buildings required in the transaction of their business. The Fitchburg Railroad Company, therefore, having lawfully made a location of their road, five rods in width, over land of their own in the city of Charlestown, and it not being denied that this was essential to the convenient conduct and management of their affairs, they were not liable to be assessed for the value of any part of the land over which the location extended.

Before any assessment of taxes in the city of Charlestown for the year 1859 was made, the Fitchburg Railroad Company, by their proper officer, presented to the assessors of the city a paper, to the truth of the contents of which the treasurer of the corporation made oath before one of the board. This, it is contended in their behalf, was a proper list of all their taxable estate in the city, and was duly sworn to, according to the requirements of law. Their land lying within the limits of their location having been subsequently included in the general valuation of property and estates liable to taxation within the city, and the corporation having been assessed therefor, application was made to the assessors to abate so much of the tax against the corporation as was assessed to them on account of this land. But they refused to make any abatement, and therefore application was made to the county commissioners for the same purpose, who, after having given due notice to the petitioners, and having heard the parties, determined that the tax assessed against the corporation for the land included within the limits of their location was erroneous, and ordered an abatement of a proportional part of the tax accordingly. The petitioners deny the validity of this order and determination upon the ground, first, that no proper or sufficient test of their taxable estate was filed by the corporation with the assessors, and, secondly, that the paper which was in fact filed with them was not sworn to according to the requirements of the statute. And, therefore, they deny that the corporation had a right to apply to the commissioners for any abatement, or that the latter could lawfully take cognizance of their petition or afford the relief which they sought for by it.

But neither of these objections is warrented by the facts. The paper presented to and filed with the assessors purported in its statements to be a description of all the estate belonging to the corporation subject to taxation in the city of Charlestown. It is in direct terms, called by them a list of all their estate. The description of the real estate mentioned in it is so clear and distinct, that the land referred to could not be mistaken by any person seeking to find it. It is bounded on one side by Prison Point and on an other by Warren Avenue, both well known objects to serve as monuments, and occupied in fact by them under the location of their road. The whole estate being accurately described, and the part exempt from taxation being indicated by a distinct reference to the public record of their location, filed with the county commissioners, it gave to the assessors all the information which could be of any use to them in the discharge of their duty in the assessment of the city tax. This was, therefore, a sufficient list. The statute requires that the person presenting such list shall make oath that it is, according to his best knowledge and belief, a full, true and accurate list of all his taxable estate. In this case the treasurer of the corporation presented to the assessors the list signed by himself, containing in clear and distinct terms a statement that the estate described in it was all the estate belonging to the corporation situate in the city of Charlestown, which was subject to taxation therein. And he made oath that that statement was true. This is a real and substantial compliance with the requirements of the statute, and was equally as effectual as if the oath had been administered in the very words in which it is expressed. The conclusion therefore is, that the assessment upon that portion of the land of the Fitchburg Railroad Company, included within the limits of their location, was erroneous; that they had a right to apply, upon the refusal of the assessors to make any abatement, to the county commissioners; and that their order and determination upon the subject was correct. The petition was therefore dismissed.

We copy the following statement of the exports of breadstuffs from this port for the past year from the *Merchants' Magazine.*

Foreign Exports of Flour, Wheat and Corn, for the Year Ending August 31, 1861, from the Port of New York.

	Flour		Wheat		Corn	
	Barrels.	Total val.	Bushels.	Total val.	Bushels.	Total val.
Sept.	251,688	$1,472,374	2,228,924	$2,897,601	189,726	$128,014
Oct.	270,892	1,557,629	2,600,226	3,172,275	260,098	171,665
Nov.	228,678	1,303,465	2,472,162	3,164,367	599,531	419,672
Dec.	187,565	994,716	2,027,145	2,331,217	851,870	511,122
Jan.	168,959	963,066	832,169	1,045,533	613,261	441,548
Feb.	186,868	1,046,461	1,060,996	1,336,853	603,751	422,626
March	171,539	943,464	972,688	1,215,860	789,664	536,971
April	211,140	1,182,384	999,843	1,279,799	1,057,004	739,903
May	200,008	1,100,004	1,729,108	2,161,385	799,151	543,423
June	271,593	1,493,761	3,577,243	4,292,692	768,968	438,312
July	281,779	1,268,006	2,968,999	2,968,999	397,276	214,529
Aug.	297,243	1,411,904	2,389,645	2,389,645	2,338,429	1,122,446
	2,728,012	$14,727,234	23,859,147	$28,250,226	9,268,729	$5,690,231

Note.—The average value of flour exported, per barrel, has been, for the past year, about $5 40; for wheat, per bushel, $1 18; and for corn, 61 cents.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	82
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	80½
1st Mortgage	3,600,000	7	------	38½
2d Mortgage	2,000,000	7	------	13½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	76
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	50
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	90
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	98½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98½
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,380,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104
2d Mortgage	2,000,000	7	1860	96½
3d Mortgage	1,840,000	7	1875	80
Convertible	1,002,000	7	1867	71
Illinois Central:				
Optional Right Scrip	38,000	7	1868	68½
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	88½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11½
2d Land Grant (Western Div.)	353,600	†	------	11½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	872,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	93½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	96
1st Mortgage (S. F.), convertible	4,153,000	8	1882	92
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	83½
Northern Indiana	985,000	†7	1861	82½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	85
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,465,000	†	1885	78½
2d Mortgage	2,850,000	†	1877	60
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	800,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	82½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,822	---	var.	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	8	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	600,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	100¾
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	786,000	6	1883	92
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	8,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	86
4th Mortgage (convertible)	3,729,000	7	1880	77
5th Mortgage	1,277,000	7	1883	70
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	97
2d Mortgage	1,000,000	7	1864	92
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	600,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,600,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	82
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91¾
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	88
Mortgage	3,103,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	70¼
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	70½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	280,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Conpon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	987,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	6	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	60
2d Mortgage (convertible)	2,000,000	7†	'68-'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	71
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	41
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17¼
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	920,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	140,000	6	1873	----

Observations on the Niagara Bridge.

By Peter W. Barlow, Esq., C. E., F. R. S., F. G. S., &c., &c.

(Continued from p. 743.)

Concluding Observations and Deductions.

The preceding investigation leads to the inevitable conclusion, viz: that the Niagara Bridge, notwithstanding the defects which have been pointed out, is the safest and most durable railway bridge of large span which has been constructed. First, because it is less liable to deterioration; and, secondly, because the greatest strain to which it can be subjected is a less proportion of the ultimate strength of the supporting material.*

This stability is accomplished in a span of 820 feet by 400 tons of iron, and 600 tons of timber trussing and platform. Had wrought iron been used for trussing, from its superior rigidity the total weight of material would not have exceeded 800 tons, the deflection of the wave reduced to 2 ins., and the strain on the cables to one-eighth of their ultimate strength.

It is clear, therefore, that 820 feet is not the limit of the opening that can be crossed by this principle; it will readily be seen that spans as high as 3,000 or 5,000 feet can be carried out for railways, without exceeding the safe limit of strain on the wire cables, and at a cost which would render remunerative connexions and communications which are now considered impracticable.

Navigable rivers may thus be crossed which at present depend for their communication upon ferries; as an instance of which, Liverpool and Birkenhead, and New York and Brooklyn, may be mentioned; and even in London, the sum expended on the Thames Tunnel would have made a useful public communication by this system; and the difficult question of over-crowded streets may be solved, as explained in my recent paper to the British Association, by viaducts of large span, which would interfere very little with the property on the surface.

The dimensions of a bridge to connect Liverpool and Birkenhead will be as follows:

Span	3,000 feet.
Deflection	300 "
Height of piers	450 "
Section of cables	1,000 inches.
Weight of cables between the piers	5,085 tons.
Weight of suspension rod	300 "
Weight of platform and girders	2,000 "
Breaking weight of cable	48,000 "
Strain at the point of suspension by weight of the bridge	11,077 "
With a load of 1,000 tons	12,577 "
Weight of wrought iron in towers	6,000 "
Estimated cost†	£1,000,000.

The proposal to build a bridge of these dimensions may be somewhat startling, but let it not be condemned without a fair consideration. It must be remembered that the views here advanced are consistent with the opinions expressed by Telford; and such a proposition as is now submitted would have been received with less scepticism in the year 1814, when he projected the Runcorn Bridge, than it is at the present time, simply because the public have been taught (I believe erroneously) that girders and tubes are the correct principle of bridge construction.

The reasons why any structure is impracticable may be thus classified:—First, that they will not possess sufficient strength and durability when constructed; and, secondly, that it is impracticable to construct them.

The first question, of the strength and durability, is dependent upon the tensile resistance of the material employed. The wire used in the Niagara Bridge was tested by being strained over an opening of 400 feet, until the deflection was reduced to 9 ins.; this is equivalent to straining the same wire over a space of four miles, until the deflection is similar to that ratio proposed for the Liverpool Bridge.

If the wire will support its own weight over an opening of four miles, it will evidently have a great excess of strength in three-quarters of a mile; in fact, it will be seen that, in the space proposed, the cables will support four times their own weight plus the greatest load on the bridge; and it would be made a condition of the contract that such strength of the cable should be tested *in situ* (by diminishing the deflection) to three times the strain to which it would be subjected. It will be found that the greatest strain on the metal of the towers, suspension rods, and stiffening girder will be 2½ tons per inch, or ⅛th of the ultimate strength. If these calculations (which may be checked by any person with a moderate mechanical knowledge) are correct, there can be no doubt of the direct strength of the bridge.

It may be supposed that a bridge of such large dimensions will oscillate with the wind, but it does not appear that oscillation (if by oscillation is meant swinging like a pendulum) is a complaint to which suspension bridges are liable; and if it was, this bridge, from having so much greater weight in proportion to the surface exposed to the wind, would be less liable to this evil, even if constructed with a timber platform in the ordinary way.

It is not generally known that several suspension aqueducts have been constructed with success in America, which, if liable to oscillation could not long be maintained in condition.

The motion that is observed derives its origin from the undulations of the platform, produced by the agitation, unequal pressure, and change of the direction of the air in a hurricane, and it may be compared to the effect of the platform resting on the surface of water agitated by waves. If the platform has no longitudinal strength, it will undulate in every direction, and necessarily put the chains in a state of vibration, which may be mistaken for oscillation; but I have never detected that oscillation or swinging has occurred in a gale of wind, nor can I see how it is likely to occur. If the wind blew alternately in opposite directions at intervals corresponding with the time of vibration due to the suspension bridge, it would undoubtedly produce serious oscillation; but it does not act in this way. It is variable in some degree in force and direction, but still the general current over a large space will be in one direction, disposing the suspension chains to deviate to some extent from the perpendicular, but not to oscillate.

The observations of General Pasley and Mr. Provis confirm this view; and it is further confirmed by the fact, that no oscillation has been observed in the Menai Bridge (the chains of which being four in depth present a great resistance to the wind), since the longitudinal stiffening, small as it is, has been given to the platform. I will add nothing further to meet an objection that may not be raised, there is no difficulty in showing that, if a bridge weighing 7500 tons is liable to be influenced by the wind, such a bridge as the Fribourg, with a timber platform, which weighs under 400 tons, in a span of 870 feet, would have been destroyed long before the year 1860.

There does not seem to me any other doubt or difficulty that can be suggested with reference to strength and durability, and I will now consider the second question, whether there is any impracticability in constructing such a bridge.

The first step is to prepare foundations on each side of the river to carry 30,000 tons, a weight which has been much exceeded in masonry, and cannot be a difficulty.

The second step is to construct wrought iron towers 450 feet high. Masonry and brickwork having been carried nearly that height, it never can be argued that there is a difficulty in a tower of wrought iron 450 feet, with a section of metal allowing only 2½ tons per inch compressure. If it was necessary, and the capital to execute the work, there is no difficulty in building an iron tower 4,500 feet high.

We come to the fixing of the cables, which would be a question of some difficulty if chains were employed, but with wire cables the process is perfectly simple, and there is little more difficulty in 3,000 feet span than in 800—except that more powerful machinery is required; and the same may be said of the anchorage, which is a mere question of providing weight in proportion to the strain to be contended with.

The necessity of constructing the platform at such an elevation as to prevent the largest class of ships to pass under (for which 150 feet, or 50 feet more than the Menai Bridge has been allowed) is, no doubt, a great drawback to the usefulness of the proposed structure; but much less so than would appear at first sight. One-sixth of the steam power now used at a single ferry, would raise all passengers with ease, and comfort, and safety, to the level of the bridge, and the inconvenience would be small compared with that of the uncertainty from gales, fogs as well as danger of collision, which must alwas exist in a ferry situated as at Liverpool.

There is little doubt, in spite of the disadvantage, that the work would be of great public utility, and highly remunerative, as it would form a communication not only for passengers, but for road carriage, and by a street tramway would connect the railways on each side of the river.

I have only to add, (should it appear that preconceived notions are not so deeply rooted, that there is a hope of the subject being fairly considered,) that I am prepared, at my own cost, to make experiment on such a scale as will determine, not only that the direct strength is more certain than any previous structure, as every cable will be tested *in situ* to three times its strength, and nothing left for calculation: that the use of wire in the cables and wrought iron in the towers enables the work to be erected with facility and certainty, and moreover that the weight of the structure is so great in proportion to the moving load or force of the wind, the platform being of iron with a stiffening girder, that it is equally certain that the undulation observed in light suspension bridges will be avoided.

The span of the suspension bridge to connect New York and Brooklyn would not require to exceed 2,000 feet. Having, therefore, investigated a larger span, it is not necessary to refer to the practicability of a bridge of less dimensions.

The utility of the suspension system girder to relieve the pressure of street traffic in London, will readily be comprehended. There are only three modes of curing an evil (which is becoming beyond endurance, if the business of the city is to be concentrated in the present small area). 1st, To widen the streets and build higher houses; 2d, To make roads or railways under the surface; and, 3d, To make suspension girders, of large span, over the surface. A fourth has been suggested being street railways.

During my tour in the United States I traveled over between 40 and 50 miles of these railways in New York, Boston, St. Louis, and Cincinnati, and am of opinion that great public benefit will be derived from their introduction in England. A smooth iron road would be substituted for paving-stones, the cars are less liable to concussions, and may be constructed much larger without greater weight of material, with height to stand upright, and space to walk with facility from end to end when the seats are occupied. There results in consequence a degree of smoothness and comfort in traveling, which it is difficult to be understood by those who have only experienced a London omnibus. Cabs are unknown even in New York: if this system was carried out in the approaches to London very great benefit would be derived.

Still the pressure in the City, where the traffic is concentrated and the street narrow, would re-

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* The Fribourg Bridge, as appears from Weale's work on Bridges, has only one-quarter of the section and weight of cable in 870 feet span without any adequate means of preventing undulation, and has stood for 30 years. The durability of the Fribourg Bridge may therefore be doubtful, but it proves beyond question the stability of the Niagara Bridge.

† With piers in the river, a bridge of less cost could be constructed.

main the same, and here the best way of dealing with the difficulty is, in my opinion, to carry the traffic on an upper level by suspension girder viaduct. Two lines of communication, one from east to west, and the other from north to south, would go far towards effecting the object, one commencing at the junction of the Tottenham Court road and Oxford street, passing at the back of the Bank to Whitechapel, and the other commencing at the Elephant and Castle, where the Kent, Newington, and Walworth roads unite, to a poiat near the Shoreditch station of the Eastern Counties Railway. The cost of a wire suspension girder viaduct with a span of 1,000 feet would not exceed for a double line of street omnibus traffic (in connexion with the expected street railwhich will converge at the above described terminal point) £150,000 per mile, to meet fully the requirements of the Board of trade.

The only land required will be for the wrought iron towers, as a wire bridge may be erected without the least interference with the intermediate property. Allowing £100,000 (the average cost of the terminus of the South Eastern Railway) for the land required, or £50,000 per mile, the whole scheme may be carried out for a little above one million.

Two other applications: wire suspension bridges still occur to me, where bridges have been long projected and abandoned from their cost and interference with property, as hitherto proposed, viz: to connect Holborn and Newgate street by a level bridge, and thus avoid Holborn hill. A wire suspension bridge with towers of wrought iron, constructed like a vertical lattice beam, would offer little obstruction to the light, and would not exceed in cost the sum of £75,000.

The second is a bridge to cross the Mersey at Runcorn, where Telford projected a chain suspension bridge in the year 1814, having a centre span of 1,000 feet, with two side spans of 500 feet.

The construction of a chain bridge of these dimensions at that period was as much at variance with previous notions, and presented as much apparent difficulty as a wire bridge now presents of 3,000 feet span, from the superiority of wires over chains, which is so manifest not only from its greater tenacity, but from the facility of erection, that large chain bridges will probably never again be executed.

The cost of a bridge at Runcorn, either for road or railway, with a section of metal such that the strain produced by the greatest weight will not exceed one-fifth of the ultimate strength of every part of the bridge, will not exceed £100,000, and responsible contractors will be found to execute the work for that sum, and probably much less.

APPENDIX.

Cornwall Railway—Saltash Bridge.

Extract from Col. Yolland's Report, dated 25th April, 1859, previous to the opening of the line for traffic.

"I have been favored by Mr. Brereton, who has been acting as chief engineer in Mr. Brunel's absence, with certain particulars, that show the nature and strength of the structure, which are important and may be interesting.

By the specification under which they were constructed, it is stipulated that the strain per square inch of section, with a load of 1¼ tons per foot lineal should not exceed 4 tons; and with a load of 2¾ tons per foot lineal, it was not to exceed 5.5 tons per square inch.

The west or first tube was accordingly severely tested by the engineers before it was floated to its proper position between the piers, preparatory to its being lifted to the required height by hydraulic pressure. The results were as follow:

When the tube had to carry itself, and its portion of the bridge being, with the floor, about 1,100 tons, the deflection observed at the centre was under 2¼ ins. on the east side, and 2½ ins. on the west side, with a load of 1¼ tons per foot lineal uniformly laid on the roadway; the deflections were respectively 5.1 ins. east, and 5.25 ins. west, with the load increased to 2¾ tons per foot lineal, or 1,200 tons; the deflections were 7½ ins. east side, and 7¾ ins. west side; but it was noted that during the last two experiments the supports on which the tube rested had sunk about half an inch, which quantity must therefore be deducted from the preceding deflections observed with the load on. After the load of 2¾ tons per foot had been taken off, a permanent set of 1.2 ins. on the east side and 1.25 ins. on the west side was observed, beyond that resulting from its own weight, and caused by the heavy weights that had been applied on the roadway.

On the 20th instant, the day being exceedingly favorable, with a spirit level placed under the roadway, and resting on the iron stays at the central pier, I observed the deflections at these large openings produced by a load made up of two heavy engines near the centre, and a number of trucks having their springs packed up, loaded with ballast, iron, etc., making up an aggregate weight of 384 tons, or as large a weight as can possibly be brought on the viaduct, unless the train is made up of a larger number of locomotive engines. The staffs observed were placed at the centres of each opening, and midway between the rails, and thus the deflections observed were the sum of all the deflections, including that of the cross girders carrying the roadway.

With the above load, the east tube, etc. (not previously tested), deflected 1.14 ins. With the above load, the west tube (test already referred to) 1.20 ins.; and when the weight was taken off there was not the least indication of a permanent set. I then tried to register the deflection caused by passing the whole of this load over the bridge at a speed estimated at 30 miles an hour; but the spirit-level did not remain sufficiently steady to allow of the staff being read, but vibrated as might be expected, as the train passed. I regard these results as highly satisfactory, and, so far as my knowledge goes, I believe them to be greatly superior to anything of the kind that has been attained elsewhere, and accomplished at less expenditure of money and materials.

With a load of 1 ton per foot run, and not deducting for any portion of the ends of the tubes immediately resting on the piers, I estimate the amount of the strain on the trussed tubes at about 4.2 tons per square inch of section, and allowing 170 tons as the amount of this superincumbent weight not in any way trying the tube, the strain would be reduced to about 3.8 tons per square inch.

The strain per square inch of section for the girders over the land openings is also in all cases less than 4 tons."—*London Engineer.*

Railroad Earnings--Weekly.

The following are the earnings of the Great Western Railway of Canada for the week ending October 11, 1861:

Passengers	$22,235 62
Freight and live stock	30,521 64
Mails and sundries	1,374 38
Total	$54,131 65
Corresponding week of last year	56,080 09
Increase	$1,948 44

The earnings of the Cleveland and Toledo Railroad for the 2d week of Oct., 1861, were $20,858
1860 20,190

Increase $668

The earnings of the Chicago and Rock Island road, the 2d week in Oct., '61, were $32,215
Do. 1860 34,056

Decrease $1,841

The earnings of the Toledo, Wabash and Western Railroad the 2d week in October, 1861, were $35,133 99
Do. 1860 27,120 00

Increase $8,013 99

The earnings of the St. Louis, Alton and Chicago Railroad for the week ending Oct. 15, 1861, were $24,978 99
Do. 1860 30,041 64

Decrease $5,062 65

Total since 1st October, 1861 $46,539 98
Do. 1860 59,891 12

Decrease $13,351 14

Total since 1st January, 1861 $801,145 61
Do., 1860 752,085 86

Increase $49,059 75

The receipts of the Grand Trunk Railway of Canada for the week ending October 5th, 1861, were $86,088 10
Corresponding week, 1860 80,523 47

Increase $5,564 63

Tot. traffic from July 1, 1861, to date $854,345 16
Corresponding period, 1860 383,149 14

The earnings of the Galena and Chicago Railroad the 2d week in Oct., 1861, were $52,521 14
Do., 1860 58,705 67

Decrease $6,184 53

The La Crosse and Milwaukee Railroad earned the 2d week in October, 1861 $38,993 37
Do., 1860. 36,945 37

Increase $2,048 00

The receipts of the Chicago and Northwestern Railroad for the 2d week in October, 1861, were $25,106 72
Do. 1860 23,957 38

Increase $1,149 54

The earnings of the Michigan Central Railroad, for the 2d week in Oct., 1861, were $68,186 44
Do. 1860 65,633 91

Increase $2,552 53

The traffic of the Great Western Railway of Canada for the week ending Oct. 18, 1861, was as follows:

Passenger	$22,628 74
Freight and live stock	35,662 06
Mails and sundries	1,822 98
Total	$60,113 78
Corresponding week of last year	54,022 49
Increase	$6,091 29

The receipts of the Grand Trunk Railway of Canada for the week ending Oct. 12, were $82,717 23
Corresponding week, 1860 80,914 75

Increase in 1861 $1,802 48

Total traffic from July 1st, 1861 $937,062 39
Corresponding period previous year 964,063 89

Decrease $27,001 50

Railroad Earnings--Monthly.

The following is a statement of the earnings of the Chicago and Northwestern Railroad in Sept., 1860 and 1861:

	1861.	1860.
Passengers	$30,713 48	$26,566 83
Freight	53,579 29	51,755 86
Express	807 03	731 25
Mail	1,695 83	1,612 50
Miscellaneous	49 50	153 11
Mileage of cars	321 79	.....
Total	$87,166 91	$80,819 55
Total increase		$6,347 36

The earnings of the Chicago, Burlington and Quincy Railroad Line in September were:

	1860.	1861.
Freight	$132,182 84	$126,844 83
Passengers	31,886 22	28,461 98
Mails and miscellan's.	2,678 88	2,980 85
Total	$166,747 94	$158,287 66

Between Chicago and Burlington—210 miles:

	1860.	1861.
Freight	$146,537 79	$147,071 58
Passengers	37,151 38	33,484 68
Mails and miscellan's.	3,048 31	3,347 15
Total	$186,737 48	$183,903 41

Between Galesburg and Quincy—100 miles:

	1860.	1861.
Freight	$24,310 13	$16,165 42
Passengers	11,658 86	5,917 17
Mails and miscellan's.	4,290 06	851 51
Total	$40,259 05	$22,934 10
Aggreg. for 310 miles.	$226,996 53	$206,837 51

The earnings of the Erie Railroad for the month of September, 1861, were.... $519,579 17
Do. 1860 ..... 598,341 36
Decrease $78,762 19

The earnings of the La Crosse and Milwaukee Railroad for July, August and September, 1861, compared with the earnings for the same months in 1860, are as follows:

1861.	1860.	Increase.
July	$84,286 87	$35,426 05	$48,360 82
August	76,318 64	52,670 34	23,748 30
Sept.	112,484 82	89,847 12	22,637 70

The earnings for the first nine months of each of the years above stated are as follows:

1861.	1860.	Increase.
$713,556 63	$462,601 73	$250,954 90

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of September, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$162,130 97	$248,487 06
" " merch'dise	33,108 55	51,607 03
" " travel, etc.	39,216 52	39,817 14
Total	$234,456 04	$369,911 23
Transportation, roadway, dumpage, renewal fund, and all charges	123,620 96	139,758 32
Net profit for the m'th,	$110,835 08	$200,152 91
Profit for the previous 9 months	1,023,686 43	1,069,628 19
Tot. profit for 10 mos.	$1,134,521 51	$1,269,781 10

Railroad Supply Store
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ONE of the oldest and best established Railroad Supply Stores, may be had very low, the present proprietors having other business requiring their whole attention. Address Wm. Kemlo, 34 Hawley st., Boston, or Box 1487, New York Post Office. 2t*

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THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 42 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860. tf



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MAMMOTH
OR
GLOBE
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TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

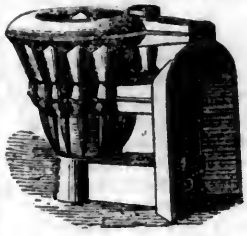
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

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The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

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Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

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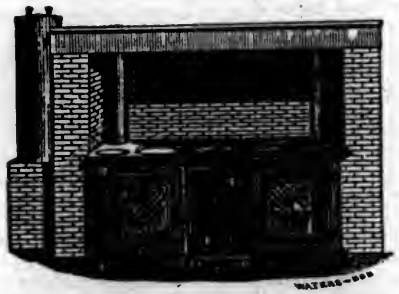


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239 and 241 Water st., N. Y.

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less	10 cents per 100 pounds.
50 " "	15 " "
100 " "	25 " "
150 " "	40 " "
200 " "	50 " "
300 " "	75 " "
350 to 400 miles not exceeding	90 " "

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000 pounds.
2 animals	4,000 "
3 "	5,0 0 "
4 horses	6.500 "
5 "	8,000 "
6 "	9,000 "
7 "	10,000 "
8 "	11,001 "
9 "	12,000 "

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, November 2, 1861.

Central Railroad of New Jersey.

The following is a comparison of the receipts expenses and net earnings of the Central Railroad of New Jersey for the nine months ending Sept. 30, 1861, with the same months of 1860:

	1861.	1860.
Receipts in nine months.	$871,866 61	$891,667 45
Expenses	377,459 50	350,021 19
Net earnings	$494,407 11	$541,646 26

The following disposition has been made of the net earnings $494,407 11

Interest for nine months.	$104,262 22
Quarterly dividends 7½ per cent. for nine mos.	272,250 00
	376,512 22
Surplus of net earnings	$117,894 89
Decrease in receipts	$19,800 84
Increase in expenses	27,348 31
Decrease in net receipts	$47,239 15

The decrease in receipts has been much less than was anticipated, and the falling off in coal and merchandise has been partly balanced by an increase in passengers. The increase in expenses is mainly in repairs of track. Both the road and equipment are in thorough repair. The surplus of net earnings over interest and dividends is $117,894 89, against 112,872 57 for the same period last year, the interest account having been much larger last year than the present.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of November 2, were as follows:

London—60 days' sight	107⅜ per cent.
London—3 days' sight	108¼ "
Paris—60 days' sight, per dollar	5f. 32½c.
Paris—3 days' sight, per dollar	5f. 27½c.
Amsterdam—60 days' sight, per guilder	40⅛c.
Hamburg—60 days' sight, per marc banco	35⅜c.
Frankfort—60 days' sight, per florin	40¼c.
Bremen—60 days' sight, per rix dollar	77⅜c.

Chicago and Rock Island Railroad.

This company was chartered under the title of the Rock Island and La Salle Railroad Company, February 27th, 1847, with authority to construct a railroad from Rock Island City, on the Mississippi river to La Salle, at the southwestern terminus of the Illinois and Michigan Canal, and to raise by shares a capital of $1,000,000. By a supplemental act passed Feb. 7, 1851, the title of the company was changed, and authority obtained to continue the road eastward, via Ottowa and Joliet, to Chicago, and to increase the share capital by $3,000,000. The company was re-organized under this charter, April 8, 1852.

The surveys for the road were commenced in December, 1850, and completed between Rock Island and Peru, in April, 1851, and between Peru and Chicago in the following August. On the 6th of September, 1851, a contract was concluded for the construction and equipment (except cost of right of way, station grounds, fencing and incidental expenses) of the whole line for the gross sum of $3,987,688, payable $2,000,000 in 7 per cent. first mortgage bonds, $500,000 in cash, and $1,487,688 in certificates bearing 10 per cent. interest, the same to be exchanged into stock at par on the completion of the work. The contractors further obligated themselves to operate the road as far as opened for use until the whole was completed, and receive as full compensation for their services the earnings therefrom. They also agreed to pay the semi-annual interest on the bonds during construction.

The construction of the road was commenced October 1, 1851, and the whole line completed and accepted by the company July 10, 1854, having been opened by sections as follows: from Chicago to a junction with the Northern Indiana railroad, 6 miles, in December, 1851; to Joliet, 40 miles, in October, 1852; to Ottowa, 84 miles, in February, 1853; to La Salle, 98 miles, in March, 1853; to Geneseo, 158 miles, in November, 1853; and to Rock Island, 182.8 miles, February 22, 1854. Between this last date and the delivery, the contractors were engaged in ballasting and otherwise finishing up the work and supplying equipment, and ultimately completed the road about 18 months earlier than the period named in the contract.

At the annual meeting in 1854, the contractors were authorized to lease the Peoria and Bureau Valley Railroad, which they did for the rental of $125,000 per annum, and commenced operating the same July 1, 1855. The bridge over the Mississippi river, between Rock Island City and Davenport, was completed and opened for traffic, April 1, 1856. This bridge was constructed by a separate company, representing conjointly the Chicago and Rock Island and the Mississippi and Missouri railroad companies, which furnished the capital therefor.

On the 27th of September, 1858, an agreement was entered into with the Illinois River railroad company, providing that the Chicago and Rock Island railroad company should furnish the said road with rolling stock, and be paid therefor 10 per cent. on its cost annually, and also for the next 20 years operate the road at the expense of the Illinois River railroad company. On the completion of this road in 1859, this agreement was carried into effect, and the line is now being operated on the terms set forth.

The length of the Chicago and Rock Island railroad is 181.8 miles; of the Peoria and Bureau Valley railroad 46.5 miles—total 228.3 miles.

The amount of capital stock authorized was $7,000,000 of which $5,603,000 has been paid in. There has been no increase of capital stock since 1857.

The bonded indebtedness of the company remains the same as in 1858, viz: $1,397,000 first mortgage 7 per cent. conpon bonds—issued January 10, 1852, and payable principal in twenty

years, and coupons semi-annually, July 10th, and January 10th, in New York.

The aggregate cost of road and equipment is $6,987,710—the details of which are not given.

The gross earnings of the road from all sources for the fiscal year ending June 30, 1860 and 1861, were as follows:

	1860.	1861.
From passengers	$248,092 80	$338,112 08
" freight	705,791 31	784,022 94
" mails, etc	40,049 65	44,883 19
Total	$1,093,933 77	$1,164,018 21
Operating and maintaining the Chicago and Rock Island Railroad	$708,054 56	
Rent of Peoria and Bureau Valley R.R.	125,000 00	
Taxes	32,615 40	
Loss on currency	40,350 40	
Cost of new works	53,868 07	
	959,888 43	
	$204,129 78	
Interest on bonds	97,510 00	
Balance	$106,619 78	
The increase of gross earnings over those of the previous year was	$70,084 44	
The increase of expenses	175,522 21	
Decrease of net earnings	$105,437 77	

The amount expended for new works, such as ballasting, sidetrack, earthwork, masonry, water-tanks, land, etc., has amounted to $68,529 30—of which $14,661 23 is included in the ordinary expenses of the road.

There has also been included in the expenses of operating the road an item of extraordinary repairs, which ordinarily would be considered a proper charge to construction, viz:

Bridge over Canal Feeder at Blue Island, 125 feet span	$1,280 00
Bridge over Des Plains river in Joliet, 290 feet long in 3 spans	3,974 47
Bridge over Rock River, 40 feet span	385 08
" " 8 spans, 1,253 ft.	27,162 57
" Ausable River, 2 spans, 165 ft.	1,945 10
" Vermilion River at La Salle, 4 spans, 210 feet	2,267 91
	$36,915 04

The estimates of similar works to be built the present year, to supply the place of the original wooden structures is estimated at $34,921. Both the items for construction and extraordinary repairs have been increased the past year in consequence of the destruction, by a tornado, of the Bridge over Rock River.

There has also been an unusual amount of extraordinary repairs upon locomotives ($14,088). Forty of the first locomotives used on the road have been thoroughly overhauled, and all the defective work replaced with new material, consisting principally of 52 new Low Moor tyre, 18 chilled tyre, 13 flue sheets, 5 new pilots, and 7 new driving wheels. The company have 59 locomotives. The rolling stock is about as follows: 33 first class, and 8 second class passenger cars; 5 mail and express, 11 baggage, 492 box freight, 105 cattle, 305 platform, 10 gravel and 48 hand cars.

The following is a statement of disbursements for operating and maintaining the road, including taxes and interest on bonds, for the years ending June 30:

	1857.	1858.	1859.	1860.	1861.
Repairs of roadway and track	$118,803 49	$99,372 17	$87,129 77	$105,224 16	$117,676 99
" engines and tenders	77,641 43	58,379 02	34,669 28	39,733 70	51,224 10
" cars	130,726 41	62,524 43	29,360 06	57,787 25	61,019 85
" bridges and draws	13,061 36	7,729 60	7,266 88	16,587 72	46,535 47
" buildings, fences, etc	28,663 91	26,338 31	8,466 27	6,326 83	21,214 73
Cost of iron for repairs	20,061 67	50,302 79	43,920 04	49,447 60	44,818 50
Fuel	145,448 90	85,126 33	81,459 47	108,754 62	102,040 63
Oil, tallow and waste	23,310 40	16,335 03	12,011 74	12,806 53	11,892 29
Loss and damage	21,964 06	7,165 56	5,993 28	4,783 33	4,645 34
Contingent account	45,228 68	26,812 82	13,041 18	16,001 68	15,327 72
Exchange "	12,792 79	21,911 42	4,341 19	6,478 13	9,771 65
Salaries of agents and clerks	103,470 41	39,363 58	64,072 87	71,084 33	77,136 82
Books, printing, stationery, etc	13,870 76	11,994 38	6,588 85	7,103 84	7,211 82
Station-house expenses	24,288 32	20,047 03	16,002 09	10,110 36	12,708 14
Labor hauling freight	87,342 06	79,416 51	68,167 69	52,976 55	55,230 10
Pay of train hands	112,102 05	90,608 87	55,177 27	60,454 80	69,601 30
Tolls paid Miss. River Bridge Co.	17,437 93	8,341 23	....	....	....
Rent of Peoria and Bureau Valley Railroad	125,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Taxes	39,941 47	42,047 69	36,157 15	36,704 79	32,615 40
Loss on currency	....	....	....	....	40,350 40
Cost of new work	580,037 67*	147,845 78*	53,407 26*	....	53,868 07
Interest on bonds	137,970 00	99,715 00	97,790 00	97,790 00	97,510 00

* Included in cost of road and equipment.

OPERATIONS IN TRANSPORTATION.

	1857.	1858.	1859.	1860.	1861.
Passengers carried—1st class	376,554	321,971	231,562	200,026	196,976
" " 2d class	10,831	9,774	2,064	1,967	1,324
" " emigrant	7,517	5,969	2,069	1,154	1,418
Total passengers carried	394,902	337,714	235,705	203,147	199,718
Viz: through passengers	72,415	48,896	31,492	27,699	25,294
" way "	322,487	288,818	204,213	175,448	174,424
Carried eastward	279,997	160,872	116,372	100,865	99,345
" westward	214,905	176,842	119,333	102,282	100,373
Passengers carried one mile	27,282,909	20,762,235	13,314,141	12,088,501	11,297,283
Miles run by passenger trains	347,955	332,798	351,862	354,115	349,535
" freight "	508,015	365,921	319,481	429,623	437,264
" wood and gravel train	98,268	71,974	67,865	74,546	92,858
Total miles run	954,242	770,693	739,208	858,284	879,657
Passengers crossing Miss. Bridge, east	9,912	25,042	18,569	.....	35,254
" " " west	14,802	31,412	19,189	.....	34,815
Tonnage " " east	.....	.....	16,810	55,225	62,753
" " " west	.....	.....	36,367	34,015	46,360
No. loaded freight cars " east	.....	3,238	2,696	6,650	7,277
" " " west	.....	6,941	5,178	5,277	6,925
No. load'd fre't cars run'g on the road, east.	15,094	12,036	13,527	18,312	21,346
" " " " west.	22,884	20,312	13,784	16,889	16,570
Tons of freight east and west	309,219	264,980	201,067	287,661	301,669

INCOME ACCOUNT.

	1857.	1858.	1859.	1860.	1861.
Balance from previous year	$497,279 97	$133,139 40	$537,453 37	$630,138 34	$432,318 39
Passenger earnings	798,086 97	610,673 19	399,144 77	348,092 80	338,112 08
Freight "	1,044,377 41	733,872 61	450,245 95	705,791 31	784,022 94
Mail "	21,200 00	21,200 00	21,200 00	21,200 00	21,200 00
Rents	22,532 15	42,099 92	18,709 33	18,849 66	20,683 19
	$2,383,476 50	$1,540,985 12	$1,426,753 42	$1,734,072 11	$1,596,336 60
Interest on bonds	$137,970 00	$99,715 00	$97,790 00	$97,790 00	$97,790 00
Rent of Peoria Branch	125,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Profit and loss	....	....	....	....	91,113 29
Cash dividends	447,610 00	....	....	167,597 50	....
Stock " 12½ per cent	503,600 00	....	....	....	....
Sinking fund	....	....	....	242,000 00	10,300 00
Operating expenses	1,036,157 10	778,816 75	573,825 08	659,366 22	781,020 86
Due from Bridge Company	....	....	....	....	69,410 31
Balance	133,139 40	537,453 37	630,138 34	432,318 39	421,702 64
	$2,383,476 50	$1,540,985 12	$1,426,753 42	$1,724,072 11	$1,596,336 60

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of road and equipment.	Mileage.	Gross Earnings. Passengers.	Freight.	Mails, etc.	Total.	Expenses.	Net earnings.	Dividend.	p.c.
1855.	$4,779,608	181.8	$750,600	$473,206	$19,100	$1,242,906	$663,497	$579,409	$313,671	9
1856.	6,048,235	228.3	742,723	652,297	21,284	1,416,304	788,497	627,807	390,165	10
1857.	6,628,273	228.3	798,087	1,044,377	43,732	1,886,196	1,161,157	725,039	447,610	10*
1858.	6,776,119	228.3	610,673	733,873	63,300	1,407,846	903,817	504,029	*nil*	*nil*
1859.	6,829,527	228.3	399,145	450,246	39,909	889,300	698,825	190,475	"	"
1860.	6,913,554	228.3	348,093	705,791	40,050	1,093,834	784,867	309,567	167,597	3
1861.	6,987,710	228.3	338,112	784,023	41,883	1,164,018	959,888	204,130	*nil*	*nil*
Total.	.....	.....	3,987,433	4,843,813	269,258	9,100,504	5,960,048	3,140,456	1,319,043	32
Av'e..	6,423,289	221.6	569,633	691,973	38,465	1,300,072	851,435	448,636	188,435	4½

* Also 12½ per cent. ($503,600) in stock.

ABSTRACT OF GENERAL ACCOUNT YEARLY.

	1st Jan. 1856.	30th June. 1856.	30th June. 1857.	30th June. 1858.	30th June. 1859.	30th June. 1860.	30th J'e. 1861.
Road and equipment	5,008,521	6,048,235	6,628,273	6,776,119	6,776,118	6,913,554	6,987,710
Railroad Bridge Co.	28,060	66,459	115,275	161,380	155,269	.....	.....
Ill. and Miss. telegraph.	.....	13,786	13,786	13,786	13,786	13,786	.....
Ch. & R. I. R.R. Co. stock.	.....	142,800	1,600	101,500	101,500	101,500	101,500
Jol. and N. Ind. R.R. stock.	182,570	.....	.....	.....	.....	.....	.....
Bills receivable	19,994	168,799	8,130	.....	.....	15,000	2,820
Fuel and materials	.....	168,137	286,777	208,551	208,551	114,382	89,967
Cash and cash items	34,511	171,286	47,117	204,542	280,465	378,827	239,869
	5,268,656	6,611,365	6,982,318	7,543,104	7,635,789	7,437,049	7,421,854
Share capital	3,141,500	4,029,000	5,248,000	5,603,000	5,603,000	5,603,000	5,603,000
Mortgage bonds	1,971,000	1,971,000	1,452,000	1,397,000	1,397,000	1,397,000	1,397,000
Bal. of income account	.....	497,280	133,139	537,453	630,138	432,318	421,703
Bills payable	42,972	102,572	138,257	.....	.....	.....	.....
Sundries	113,184	11,513	10,928	5,650	5,650	4,731	151
	5,268,656	6,611,365	6,982,318	8,543,104	7,635,789	7,437,049	7,421,854

President—HENRY FARNAM.

Directors—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, New York; Nathan Peck, New Haven, Conn.; John B. Jervis, Rome, N. Y.; Henry Farnam, John F. Tracy, Chicago, Ill.; Robert A. Forsyth, Newburg, N. Y.; Theodore S. Faxton, Utica, N. Y.; Ebenezer Cook, Davenport, Iowa.

Treasurer—E. W. DUNHAM.

Secretary—FRANCIS H. TOWS.

Superintendent—JOHN F. TRACY.

Assistant Sup't—W. H. WHITMAN.

Cashier—FRANK D. SHERMAN.

Foreign Commerce of the Port of New York.

The value of Imports of foreign merchandize, exclusive of bullion, into the port of New York, from January 1st up to the 4th week of

October, has been	$106,642,846
Same time in 1860	197,709,227
Decreased imports	$91,066,381

Export of domestic produce and foreign merchandize, exclusive of bullion, for the same

period	$108,324,678
Same time in 1860	80,185,896
Increased exports	$28,138,782

Adding decreased imports and increased exports, the change in favor of this port for the year so far is $119,205,163. For the first time in the history of the commerce of this port, its exports of domestic produce and foreign merchandize exceed its imports of foreign merchandize. The following statements will give the relative amounts of these, with the imports, exclusive of bullion, for the first ten months of three previous years:

	1858.	1859.
Value of exports	$51,400,462	$54,734,613
Value of imports	126,720,295	198,897,700
	1860.	1861.
Value of exports	$80,185,896	$108,324,678
Value of imports	197,709,227	106,642,846

The exports of domestic produce, exclusive of foreign merchandize exported, has been as follows:

1858.	1859.	1860.	1861.
$46,767,981	$48,223,748	$73,594,650	*$100,000,000

* Estimated.

The value of exports from this port, exclusive of bullion, for the first four weeks of October, were $12,136,678, against $10,439,624 for 1860.

The additions to the specie reserves of the country received at this port for the year have been as follows:

Imports of foreign gold over exports	$39,790,000
Received from California	29,240,000
	$69,030,000
To this amount should be added at least $11,000,000 received from other sources, and from California, not manifested	11,000,000
	$80,000,000

The two months remaining will probably n crease the amount to $100,000,000.

The exports from this port the past year over imports were $33,339,241. The United States, though a gold producing country, will take the present year a large part of the gold production of other countries, and retain all the domestic production, which may be estimated at $65,000,000 annually.

Absorption of the Government Loan.

The topic of chief interest in financial circles is, of course, the influence of the expenditures of government upon the money market. Thus far it has not been unfavorable, though we may not have got far enough along with the payments on account of the great loan to determine their full effect. These can only be ascertained by experience, although they may be inferred with a good deal of accuracy from a general view of the condition of the country, and of its foreign and internal commerce.

Of the first $50,000,000 instalment of the loan taken by the banks, the public absorbed just one half up to the date of taking the second instalment. Up to that time, however, the machinery provided by government for appealing to the people had only partially been put in motion. Only a comparatively small number of offices had been opened for popular subscription to the loan. We presume that the banks had made no effort to dispose of the amounts taken by them, as the high rate of interest paid made the loan a most desirable security to hold in the falling off in the ordinary line of discounts. They could easily hold the whole amounts, and accommodate at the same time their customers. No embarrassment whatever was created; on the contrary, the condition of the banks was greatly strengthened by the impulse which their course gave to the business of the country. The experience they have already gained shows that their specie reserves are not affected; that the expenditures of government, like those of any other borrower, come round again in due time into their vaults. The specie held in deposit in this city after the disbursement of the first $50,000,000 had been fully completed, is only a trifle below the highest point ever reached. The specie line of the banks of Boston and Philadelphia, which are parties to the loan, has suffered no reduction. In the meantime there is a constant influx from abroad and from California, which must relieve all apprehension of disturbance on account of the disappearance of the precious metals, so common in all wars. The additions to the coin of the country from the sources named can not be less, the present year, than $100,000,000.

The experience gained so far, is most encouraging. No disturbance whatever has been created in commercial circles. The next question is the extent of the means of the people upon which the government is drawing. There can be no doubt of their ability to pay, by the system of taxation in use in all the countries of Europe, annually into the public treasury, a sum very nearly as large as they are likely to be called upon for in the shape of loans. Labor is certainly far more productive in this country, than in Europe, as is shown by the fact that wages here, are from one-third, to a half higher. No people in the world have such resources and facilities for the creation of wealth. Our system of public works in the North, which embraces 22,500 miles of railroad, and 5,000 miles of canal, gives every producer a market at his own door. Those of Europe are supplied with their breadstuffs from fields in the interior of our continent, 1,500 miles distant from the port of their shipment. We have but few of the local burdens that press so heavily upon the people of the Old World. Certainly our people can pay taxes fully as large as those borne by those of Great Britain. The average sum annually paid by the people of that country for the maintenance of government alone, is equal to $13 a head. Taxes levied at the same rate in the loyal States would produce very nearly $300,000,000 annually. England did not permanently increase its public debt on account of the Crimean War, although her expenditures, for nearly two years, were on a scale quite as imposing as those of our government at the present time. In fact, a limit can be hardly set to the ability of a people to pay, if their industries are both free and productive.

We see no cause of apprehension that we shall not be able to meet any expenditure likely to be incurred. The great thermometer of public sentiment, the prices at the stock exchange, is most significant of the confidence and ability of our people. Government 6s have steadily risen, by slow degrees, 12 per cent. from the lowest point they touched in the first shock of civil war. Their upward tendency has only kept pace with the growing conviction of the strength, and final success, of the government. We can point to no more triumphant test. It includes all others. So long as the

public confidence can be maintained, all burdens are really light; and what at other times would be great sacrifices and burdens, becomes sources of the highest satisfaction.

Journal of Railroad Law.

RIGHT OF RAILROAD COMPANIES TO USE HIGHWAYS IN MASSACHUSETTS: LIABILITY OF FOR NEGLIGENT USE: PLAINTIFF MUST PROVE HIMSELF FREE FROM NEGLIGENCE IN ORDER TO RECOVER DAMAGES FOR INJURIES RECEIVED.

The plaintiff's intestate received injuries, from which he died, while passing along a highway in Cambridge, Mass. The highway was used by the Boston and Lowell Railroad Company, and the plaintiff alleged that the company were negligent in the use of it, and by reason of their negligence the intestate was crushed while passing between their cars. At the trial one of the grounds upon which the plaintiff relied was, that the defendants were using the public highway as a freight yard, in which to make up their freight trains and to shift their cars from one part of their yard to another, and that this was habitually and commonly done, to the detention and obstruction of the public travel. To prove this issue, the plaintiff called witnesses, and asked whether the defendants caused their freight trains to stand across the highway any length of time, and how long each day, and whether they were accustomed to move their freight trains backward and forward across the highway for any space of time each day. This was objected to, and the testimony ruled out of the court.

Another ground relied upon by the plaintiff was, that the flagman at the crossing was a careless and intemperate person, and for that cause unsuitable to be employed in that capacity, and it appeared that he had since been in the house of correction as a common drunkard. The defendants denied that the flagman was an intemperate person, and for the purpose of showing that he was not so while in their employ, asked different witnesses, against the objection of the plaintiff, whether during a series of years, when they had often been at the crossing, the flagman was attending to his duty, and whether they ever saw any indication of intemperance in his conduct, and if he appeared to be a man competent to his place. These questions were asked witnesses not as experts, or having any peculiar skill.

The court instructed the jury that the defendants had a right to use the tracks where it crosses the public highway, to make up their trains in or to shift their cars, in the usual manner of their business, provided it was done in a reasonable manner, and they did not delay the public thereby for any reasonable length of time; that the sole question for them, in relation to this part of the case, was, whether they delayed the plaintiff's intestate unreasonably or unnecessarily, in this instance; and the jury could not, upon this question, regard the habit of the defendants at any other time or occasion in making up their trains and unnecessarily obstructing the highway.

The court also instructed the jury that if the defendants did not on this occasion conduct the train with due care, and did thereby unreasonably obstruct the highway, still to enable the plaintiff to recover, she most show that her intestate himself used due care, that is such care, as a man of ordinary prudence and discretion ought to use in such circumstances, not such care as men of ordinary prudence and discretion might sometimes use under like circumstances, to avoid the obstructions of the highway, because such persons sometimes do or may act carelessly; that, no matter how long the defendants obstructed the highway, if the plaintiff's intestate attempted to cross over the train between two freight cars shackled together, while it was in motion from the force of the engine attached thereto, as a matter of law, this was not the use of due care and the plaintiff could not recover for any injury received by him while so attempting to cross over the train.

A verdict and judgment was rendered in favor of the defendants, from which the plaintiff appealed, alleging error in the exclusion of evidence and in the charge to the jury. The following is the opinion of the Supreme Court—sustaining the judgment below.

HOAR, J. The exceptions show that a principal issue in the cause was upon the unreasonable or negligent conduct of the defendants in the use of the highway, at the time the plaintiff's intestate received the injury for which she asks to recover compensation. We think their habits at other times had no legitimate bearing upon this issue, and that evidence respecting such habits was properly excluded. If their use of the highway at that time was reasonable and lawful, the plaintiff could have no greater rights because on other occasions they had been guilty of misconduct. They could not have shown their general carefulness as an excuse for their conduct at the time in question. The cases cited by the plaintiff depend upon a different principal, where the acts proved might fairly be regarded as designed to be a preparation for, or commencement of, the principal fact to be established.

The plaintiff's evidence was not as to the conduct or condition of the flagman at the time of the accident, but was offered to prove that the defendants were negligent in employing an intemperate and incompetent person. This raised directly the question as to his general habits and behavior, and it was therefore right to allow the defendants to show that he was careful, attentive and temperate. This was a fact which could be proved by witnesses who had seen his conduct, and could testify to the facts which they had observed. It did not require that they should be experts.

It was undoubtedly true that the defendants could not lawfully use the highway as a part of their freight yard; that is to say, they had no right to make the exclusive use of it which they own convenience required, which they could make of their own property. But they could pass and repose upon the highway for any lawful purpose, provided they used it only to a reasonable extent, and in a reasonable manner, without encroaching upon the rights of others who had an equal right to use it. The question of the mode and reasonableness of this use was rightly submitted to the jury.

The question whether the plaintiff's intestate exercised due care, or by his own carelessness contributed to the injury which he received, was a question of fact for the jury, if there were any facts in dispute, or if there were any evidence upon which it was competent for the jury to find that he used ordinary care. But it has long been settled in this commonwealth that it is incumbent upon the plaintiff to show, by affirmative evidence, that he was in the use of due care; and upon this point he has the burden of proof. When, therefore, a plaintiff offers no evidence that he was in the exercise of care, but, on the contrary, the whole evidence on which his case rests shows that he was careless, we have held that the court may rightfully instruct the jury as a matter of law that the action cannot be maintained.

We are of opinion that the conduct of the plaintiff's intestate, as reported, brings his case clearly within this rule; no reason, whatever, appearing to justify him in attempting to pass between cars in motion, propelled by an engine. The plaintiff's counsel argues, that, to sustain the ruling at the trial, it must appear to the court that, under no possible combination of circumstances, it could have been possible for him to make the attempt without negligence. But we do not so understand the effect of the exceptions. The ruling of the presiding judge at the trial was upon the case presented. If the evidence which the plaintiff offered was simply of such conduct on the part of the person injured as is described in the hypothetical case put to the jury in the instructions of the judge, we can have no doubt that it did not, as a matter of law, tend to show ordinary care on his part. If there were any other facts or circumstances in evidence tending to qualify or control the effect of this, they should have been stated in the bill of exceptions. Judgment for defendants.

Movement of Breadstuffs.

The receipts of breadstuffs at Chicago from January 1, 1861, to October 21, compared with the two preceding years, have been as follows:

	1861.	1860.	1859.
Flour, bbls.	1,173,283	464,242	515,047
Wheat, bush.	14,525,911	11,728,707	6,415,205
Corn, bush.	23,494,201	14,773,351	4,182,496
Oats, bush.	1,184,960	1,413,901	1,100,065
Rye, bush.	338,798	238,055	184,215
Barley, bush.	437,070	435,589	397,118

The deliveries at tide-water, through the Erie Canal, for the same periods were as follows:

	1861.	1860.	1859.
Canal opened	May 1.	April 25.	April 15.
Flour, bbls.	942,604	794,712	444,648
Wheat, bush.	19,530,303	10,620,161	2,025,303
Corn, bush.	17,609,242	12,692,971	2,310,423
Oats, bush.	3,927,324	5,062,160	3,720,549
Rye, bush.	527,321	238,976	212,481
Barley, bush.	828,020	1,340,775	941,248

Reducing the flour to bushels, the total number of bushels delivered at tide-water the past three years, to October 21, have been as follows:

	1861.	1860.	1859.
Bushels	47,135,230	33,918,605	11,433,344

The deliveries for the year by the Erie Canal and the Erie and Central Railroads, will probably equal 100,000,000 bushels. The foreign demand is very active, and produce is being crowded forward in view of the closing of the navigation on the canal and lakes.

Cincinnati and Chicago Air Line Railroad.

This new route between Chicago and Cincinnati is in perfect order, and cars run through without change from city to city in twelve hours' time. The track is in excellent condition, and time is made with the utmost regularity.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	.....	.....	36,646	79,604	.....	116,310	.....	.....	.....	.....	.....	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,181,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	.....	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.6	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,594	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,876	354,136	14	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,641	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	...	...	.....	New Haven and Northampton	1,400,000	.....	.....	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	...	...	.....	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	...	...	.....	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	753,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 345	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	.....	68½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	.....	7,473,049	228.4	.....	1,093,934	309,567	3½	51
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	.....	10,469,355	261.3	792,029	1,462,752	652,260	.....	70½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	0 6,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	.....	33,221,720	708.3	.....	2,721,591	850,630	—	65½
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208 3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,235,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	502,006	112,798	—	.....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230 563	99,080	—	.....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,300,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,011,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	—}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,499	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	....	....	—}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,089	456,519	.....	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	.....
Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	248.969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	161,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	42
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	13¾
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	105
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	104
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	104½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	79
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	60½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	96½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98¾
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,633	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	—	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	99
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,306	226,900	316	470,521	ope	r. by R.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	386,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9¾
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	108½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49¼
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	18½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,842	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	.....
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	--	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.8	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,751	63.6	.....	327,741	126,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	53¾
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99¾
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,374	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112¾
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	113
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	6,312,019	33.8	522,731	1,113,882	670,720	10	114
31 Dec. '60	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,000	600,000	713	1,740,716	18.7	6 mo.	235,553	112,441	6¼	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	2½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	105
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,085	2,047,145	778,121	—	37½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	33½
30 Sep. '60	138.0	2.1	29.6	—	83	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	13
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottedam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3.365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,500	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,287	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	99
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,406	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	11
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	36½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,650	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	78
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,230,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	158.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	5,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,387	202.0	—	2,191,336	1,316,668	6	72
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	158,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84.017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,308	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	773,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.8	—	556,192	372,976	10	45½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,369	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065.289	3,474 545	13,261,960	17,163,947	367,489	32,407,121	423.0	3,476,812	5,932,761	2,296,402	—	40
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,557	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	161.4	—	3,312,546	1,625,985	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	290.5	48,677	1,236 597	471,712	6	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791-166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	---------	---------	---	---	---	---	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	---------	1,355,700	54.0	---	---	---	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	---------	---------	573,616	24.5	---------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	---	---------	96,227	54,582	---	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	---	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	---------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	---------	---------	29.6	---------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	---------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	---------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	---------	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	---------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	---------	---------	---------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	---------	---------	---------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	---------	---------	109.6	---------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	---------	---------	49.3	---------	---------	---------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,646	2,919,554	164.5	---------	341,190	125,871	---	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	---------	---------	200,000	22.5	---------	---------	---------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	---------	575,729	32.0	---------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	---------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	---------	---------	---------	---------	2,643,833	---------	---------	---	---------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	---------	---------	---------	---------	---------	---------	---------	25.1	---------	---------	---------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	---------	29,967	19,187	—	----
1859.....	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	---------	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	---------	140.0	---------	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	---------	130.3	150,142	297,806	3 149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,009	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	---------	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	---------	---	---	---	---	—	----
1859.....	100.0	—	30.6	55.8	---	---	---	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	---------	---------	---	---	---	---	—	----
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	---------	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	---------	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	---------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	---------	---------	159.0	---------	734,118	337,384	6	----
1859.....	.....	—	----	—	---	---	---	Nashville and Northwestern	---------	---------	---------	---------	---------	---------	---------	---	---------	---------	---------	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	---------	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	---	---	---	Winchester and Alabama	---------	---------	---------	216,962	413,000	408,477	---------	30.0	---------	1,248	---------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	---------	---------	---------	---------	---------	---------	---------	32.0	---------	---------	---------	—	----
-- -- '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	---------	---------	---------	---------	---------	---------	---------	56.0	---------	---------	---------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	---------	---------	275-000	240,000	171,562	---------	50.0	31,300	32,670	---------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	---------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	---------	---------	---------	---------	---------	---------	---------	25.0	---------	---------	---------	—	----
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	---------	---------	---------	---------	---------	---------	---------	28.0	---------	---------	---------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	80 589	---------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	---------	---------	---------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	---	Vermont and Canada	1,350,695	—	—	1,350,000	---------	---------	1,380,695	ope	r. by Vt.	Central	---------	—	98
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	---------	---------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	84.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	---------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	---	---	---	---	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	---------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	---------	---------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	---------	---------	---------	2,063,655	2,517,500	590,056	---------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	---------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	---------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1.981,197	1,200,000	75 908	6,755,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	---------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	---------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '50	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	---------	---------	23.7	12,542	---------	---------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	---------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia and Tennessee	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	---------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	---------	55.0	---------	---------	---------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	---------	---------	---------	10,872,000	10,414,066	996,587	22,282,653	199.8	---------	492,454	---------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	---------	---------	---------	42.0	10 mos.	60,066	---------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	---------	883,186	439,943	—	18½
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	---------	---------	345,861	132,000	---------	---------	50.0	---------	121,401	---------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	---------	---------	---------	---------	---------	operated	by	Fox Riv	er Vall.	---------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	---------	---------	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	---------	---------	---------	---------	---------	---------	---------	81.0	166,245	---------	---------	—	11
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	---------	---------	---------	---------	---------	---------	---------	48.0	---------	---------	---------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	---------	---------	357.0	1,360,900	---------	---------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	---------	---------	---------	---------	---------	---------	---------	24.0	37,081	---------	---------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	---------	---------	---------	---------	---------	---------	---------	96.6	254,530	---------	---------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	---------	---------	---------	---------	---------	---------	---------	54.0	89,222	---------	---------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	---------	---------	---------	---------	---------	---------	---------	25.0	---------	---------	---------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	103.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	---------	---------	4,451,012	108.0	193,683	116,225	41,985	—	----
30 July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	---------	132,555	36,670	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	---	---	----	Nova Scotia	---------	---------	---------	---------	---------	---------	---------	61.5	---------	---------	---------	—	----
								NEW GRANADA.													
-- Dec. '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	706,000	4,976,000	2,490,238	44,000	9,302,828	48.7	---------	1,550,873	1,936,131	12	116½

New York Stock Exchange.

Sale Prices for the week ending Oct. 30, 1861.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Federal Stocks:—						
U. S. 5s, 1871		84	----	----	----	----
U. S. 5s, 1874		83⅛	83	83⅛	----	----
U. S. 5s, 1865		----	----	----	88	----
U. S. 6s, 1881, reg.	94	93⅞	93⅞	94	94	----
U. S. 6s, 1881, cou.	94½	94	----	94½	94½	----
U. S. 6s, 1862	96⅛	96⅛	----	----	----	96½
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	100⅜	----	----	----	----	----
" 6 " 2 years	----	----	99⅝	----	----	----
State Stocks:—						
California 7s	81½	----	81½	81½	81⅞	81½
Georgia 6s	----	----	----	63	----	63½
Illinois 6s		82½	82	82½	82	82
" Canal bonds		82½	----	----	----	----
Indiana 5s		----	----	----	----	----
Kentucky 6s		----	----	75	----	----
Louisiana 6s	56	----	----	----	----	----
Maryland 6s		----	----	----	----	----
Michigan 6s		----	----	----	----	----
" 7s war loan		----	----	----	----	88
Minnesota 8s		----	----	----	----	----
Missouri 6s		43½	43½	44½	44½	44½
Do. iss. to H. & St. J. R.		----	----	45½	----	----
New York 6s, 1872		----	----	----	----	----
North Carolina 6s	60	----	60	60	----	59
South Carolina 6s		----	----	----	----	----
Ohio 6s		----	----	----	----	----
Tennessee 6s, 1890		----	----	42⅜	42	42½
Virginia 6s	46½	47⅞	47⅞	----	----	----
Railroad Shares:—						
Chicago, Burl. and Q.		62⅜	62	63	63	63½
Chicago and Rock Isl.	51½	50⅝	50⅞	51½	51½	51½
Clev., Col. and Cin.		----	98	99	----	----
Clev. and Pittsburg	10⅜	11	----	----	----	36⅛
Clev. and Toledo	36⅛	36¼	35⅝	36⅛	36⅛	35⅜
Del., Lack. and West		----	----	----	----	----
Galena and Chicago	71	70½	70	71	70½	70⅜
Hudson River	36⅜	36	----	36½	37½	37⅜
Illinois Central (scrip)	65⅛	65¼	65½	65¼	65⅜	----
Indianapolis and Cinc.		----	----	----	----	----
Michigan Central	49⅞	49⅛	48⅛	49½	49½	49⅛
M. S. and N. I. guar'd,		38	38	38½	39⅜	----
M. S. and N. I.	18⅛	18⅛	----	18⅛	18⅜	18⅛
Mil. and P. du Chien		17	----	18	18½	----
M. and P. du C. 1st pref.		----	----	----	----	----
M. and P. du C. 2d pref.		----	----	----	----	----
New Jersey		----	----	----	----	----
New Jersey Central		----	----	----	----	----
New York Central	78	77⅛	77½	78⅛	78	78⅛
Erie		32½	32	31⅝	32⅛	32⅝ 33⅛
Erie pref.		51⅛	----	----	51⅛	52 53
Erie Assessment Scrip		----	----	----	----	68 ----
N. York and Harlem	12⅞	----	----	12⅝	12⅞	13
N. Y. and H. "pref."	32	----	----	32	----	32⅜
Panama	116½	----	----	116	116½	----
Phila. and Reading	35⅛	35½	----	----	35⅝	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.		----	----	----	----	----
Chic. and N. W. 1st M.	39	39½	----	39⅛	39½	----
" " 2d M.		----	----	----	----	----
" " S. F.	81	80⅜	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	76	----	----	----	----	----
Chi., Bur. and Q. 8 p.c	93	----	----	----	93	----
Chi. and R. I. 1st M. '70		----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5		----	----	----	----	----
" 2M. 8 p.c. '81		----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63		----	----	98½	98⅛	98⅛
" 2M. 8 p.c. '75		----	----	----	----	----
Hann. & St. J. 1 M. 8s		----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69		----	----	----	----	----
" 2M. 7 p.c. '60		----	----	----	----	----
" 3 M. 7 p.c. '75	82	----	----	----	----	----
" sink. fund		----	----	----	----	----
Illinois Centr. 7 p.c. '75		88	88	88	88	----
" " 6 p.c. '75		88	88	88	88	----
L. Erie & Wab. 1 M.		71	----	----	70	70
" " 2 M.	40	----	----	----	----	----
La Crosse & Mil. L. G.		----	----	----	----	----
Mil. and P. du C. 1st M.		----	81	----	----	----
Mich. Cen. S. F. 8 p.c. '82		----	92	----	----	----
" conv. 8 p.c. '69	95½	95	----	95	95	95
Mich. Southern 1st M.	85	----	----	85	----	----
" " 2d M.		----	----	60	----	61
" " S. F.	80	----	80⅛	----	----	81
M. S. & N. I. 1 M. S. F.		----	----	----	----	----
" 2 M. 8 p.c. '77		----	----	----	----	----
Northern Ind. 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
N. J. Central 1st M.		----	----	----	----	----
" " 2d M.		----	----	----	----	----
N. Y. C. 6p.c. certif. '83		----	----	----	----	----
" 1 M. 7 p.c. '64		----	----	----	----	----
" bonds 1876		100	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67		----	----	----	----	----
" 2 M. 7 p.c. '79		----	----	----	----	----
" 3 M. 7 p.c. '83		84½	----	84	----	----
" 4 M. 7 p.c. '80	77	76½	----	----	----	76½
" 5 M. 7 p.c. '83		----	----	----	----	----
" conv. 7 p.c. '62		----	----	----	----	----
" " 7 p.c. '71		----	----	----	----	----
" S. F. '75		----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73		----	----	----	99½	----
" 2 M. 7 p.c. '64		----	----	----	----	----
" 3 M. 7 p.c. '67		----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal		----	----	----	----	----
Penn'a Coal Co.		----	----	----	----	----
Pacific Mail S. S. Co.	93	92¾	92	93½	94¾	96¼

The following are the closing prices in the London Market on the 8th October:

United States 5s, 1874	72	to	74
Virginia 6s	48	"	49
Erie shares, ex assessment scrip	22¼	"	23¼
Erie shares, 7 per cent. preference	42½	"	43½
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875 x. c.	76	"	77
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $80 paid, dis.	39½	"	38⅛
Illinois Central, all paid	59	"	60
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882 x. c.	83	"	85
Michigan South. and North. Indiana 7s, 1885	65	"	70
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	66	"	67
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	88	"	90
New York and Erie, 3d mort., '83, assented	76	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	100	"	102
Panama, 2d mortgage 7s, 1872 x.c.	95	"	97
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, November 2, 1861.

Share and Money Market.

The Share Market for the week has been quiet, with an improved tone at the close. The greatest advance has been in Erie and New York Central. Erie Preferred has advanced to 54, with a very active demand and upward tendency. The common Stock is at 34½. The improved condition of this company is attracting much attention, it was never before in so favorable position, as it will have no floating debt but the assessment scrip, and over due coupons in the hands of the trustees. The road is in the best possible position for traffic, which is now very large. The earnings for October will probably exceed those of any previous month since its opening. All these favorable circumstances have influenced the demand for the stock. The Central is also doing well. Both roads never had a better prospect for a winter's business. The closing of the Mississippi River by the blockade, must add largely to their traffic. The whole market is firm with an upward tendency. Money is more active, but is sufficiently abundant, for the wants of the trade, as well as for those of government. The earnings of railroads for October will show much better than for September. There is more freight moving west. The receipts thus far for this year have been almost entirely from produce coming east. With the usual returns of freight, the earnings of the road would have been greater for 1861 than for any previous year.

The interest coupons on the first mortgage bonds and bonds of 1867, of the New York and Harlem Railroad Company, will be paid on and after Nov. 1, at the Treasurer's office cor. of 26th St. and 4th Avenue.

The coupons of the Evansville and Crawfordsville Railroad Company, due on the 1st November, will be paid at the office of the Farmers' Loan and Trust Company, New York.

The coupons of the 1st mortgage bonds, Eastern Division, La Crosse and Milwaukee Railroad, will be paid on presentation at the office of the Receiver in Milwaukee, with exchange on New York.

The coupons, due 1st of November, 1861, on the seven per cent. mortgage bonds of the Long Island Railroad Company, will be paid at the Bank of the State of New York, N. Y., on and after that date.

School coupons No. 16, of the City of San Francisco, due November 1st, will be paid on and after that date, by Wm. T. Coleman & Co. Coupons not presented within six months from 1st November must be sent to the Treasurer of city of San Francisco for payment.

The Concord Railroad has declared a dividend of 3 per cent., payable November 1 to stockholders of the 23d inst. The May dividend was 4 per cent.

The Nashua and Lowell Railroad Company has declared a dividend of $4 per share, payable November 1 to stockholders of the 22d October.

The Michigan Southern and Northern Indiana Railroad Company pays the interest due Nov. 1, on the Michigan Southern sinking fund bonds, and on its first and second mortgage bonds.

The coupons due Nov. 1 on the extension bonds of the New Haven, New London and Stoniugton Railroad Company, will be paid at the office of M. Morgan & Son, No. 37 William-st.

The holders of the first mortgage bonds of the Madison and Indianapolis Railroad, who have assented to the agreement for re-organization and surrendered their bonds, can receive six months' interest on presentation of their certificates at the office of Winslow, Lanier & Co.

The coupons on bonds given by the City of Rock Island to the C. & R. I. R. R. Co., due 1st November, will be paid on presentation at the office of the City Treasurer, at the Rock Island Bank, in said city.

The coupons of the 2d mortgage bonds of the Central Railroad of New Jersey maturing Nov. 1, will be paid on presentation at the office of the Treasurer, 69 Wall-st.

We learn that the Terre Haute and Alton Railroad Company contemplate resuming interest payment on the first mortgage bonds in a week or so. The earnings of the line for the present month promise an increase some $25,000 to $30,000 on October of last year.

The Illinois Central Road has received for lands this month $125,000, and has canceled $55,000 bonds. Of the $125,000 there is devoted to interest $75,000.

The Missouri State Convention, just adjourned, has authorized an issue of bonds to the amount of $1,000,000, carrying 7 per cent. and payable in ten years—the interest to be provided for by setting aside specially for its payment $70,000 from the State revenue yearly. It has also authorized the creation of Auditor's warrants to the amount of $1,000,000, in sums of $5, $10, $20, $50, $500 and $1,000. These warrants are payable for military services or supplies, and are made receivable for taxes to the State. The State stock in the banks is pledged for the re-payment of so much of it as shall remain out after next year. The bonds of this scrip are issued to provide means to defend the State.

The survey of the railroad between Madison and Portage, Wis., has been finished. There are 14 miles of the road ready for the ties, equal to two-fifths of the whole line, 35½ miles.

The Rockport (extension) Railroad is now completed from Gloucester to Rockport. The cars will begin their regular trips about the first of November.

Pittsburg, Fort Wayne and Chicago Railroad.

This road was sold at Cleveland, on the 24th ult, by order of the court, pursuant to a plan for the re-organization of the company, upon the following terms: Three different mortgages are to be created—the first for $5,250,000, for the bonds secured by which, the first mortgage bondholders of the original companies agree to exchange their bonds, with their coupons, at their nominal value; the new bonds to bear interest from January 1, 1862, at the rate of 7 per cent. payable semi-annually, in six classes—one class on the first of each month. The principal redeemable July 1st 1911, and after July 1, 1866, at the option of the company. These bonds may be converted into 6 per cent. bonds, irredeemable except by the operation of a sinking fund of 1 per cent., till $2,500,000 are redeemed. The holders of these bonds are entitled to vote at meetings of stockholders at the rate of one vote for $200 par value of said bonds.

2nd Mortgage bonds, $5,100,000. These bonds are to bear interest after April 1st, 1862, and contain the same provisions as the first mortgage bonds in reference to the rate of interest, to their redemption and conversion into irredeemable bonds, and also in reference to voting at the meeting of the stockholders. A further clause provides that in case of sale of the road under this mortgage, bonds to the amount of $400,000 shall have preference as to payment. For this class of bonds are to be exchanged the second mortgage bonds and income bonds of the Ohio and Pennsylvania Company; the second and third mortgage bonds of the Ohio and Indiana, and the construction bonds of the Pittsburg, Ft. Wayne and Chicago Company, that matured previous to Oct. 1, 1859, with unpaid interest accruing before Oct. 1, 1859. The interest accruing after this date to be converted into 3rd mortgage bonds.

The holders of the *second* mortgage bonds of the Ohio and Indiana Railroad Company are to be entitled to receive for their bonds, that class of the second mortgage bonds having preference of payment as aforesaid, for the reason that the lien created by the two mortgages on this section of the road does not much exceed, per mile, the first mortgage on other portions of it.

3d Mortgage bonds $2,000,000. These bonds entitle the holder to interest at the rate of 7 per cent. after the first day of April, 1862, out of such balance of net earnings as may remain after paying the interest and sinking funds previously provided, and maintaining the road The holders are entitled to cast one vote for every hundred dollars held by them.

The real estate bonds of the Fort Wayne and Chicago, and the Pittsburg, Fort Wayne and Chicago Railroad to be exchanged with this company at their par value into the 3d mortgage bonds. All debts not included in the foregoing classes, are to be exchanged for an equal amount of 3d mortgage bonds.

Share Capital. The share capital of the new company is limited to $6,500,000, for which the stock in the old company may be exchanged at its par value. The dividends on the stock are limited to 6 per cent.—the surplus remaining to be paid to the sinking fund for the redemption of the first mortgage bonds.

Erie Railway.

This company is making steady progress in placing its affairs upon firm ground. No arrears of interest remain upon the 1st, 2d or 3d mortgage. The interest on the 4th is advertised to be paid on the 1st proximo. That on the 5th will undoubtedly be paid on the first of December, when it falls due. The affairs of the old company are to be wound up during the year, and the new company commence its actual existence with the beginning of the new one, without any liabilities but its funded debt, which will stand as follows:

1st mortgage	$3,000,000
2nd mortgage	4,000,000
3d mortgage	6,000,000
4th mortgage	4,900,000
5th mortgage	1,792,500
Total	$19,692,500

The accruing interest on this sum will be $1,378,485. The net earnings for 1860 exceeded this sum by $448,921—the gross earnings being $5,180,316—net $1,827,406. The ratio of net to gross earnings was 35.4 per cent. We have the gross earnings for the present year, but not the net—the accounts of the company not being yet made up. The former, by months, have been as follows:

	1860-61.		1859-60.
October	$587,242	October	$473,774
November	561,448	November	499,426
December	412,722	December	409,131
January	407,949	January	336,390
February	391,100	February	303,279
March	454,237	March	426,470
April	544,511	April	462,815
May	507,480	May	419,991
June	429,757	June	401,560
July	377,907	July	371,256
August	418,674	August	477,883
September	519,579	September	598,341
Total	$5,612,606	Total	$5,180,316
Increase	$432,290		

Assuming a similar ratio for expenses for 1861, as for 1860, the net for the former year will be $1,986,862. Deducting from this sum the accruing interest, there would be left $608,377, for the preferred shares. These cannot exceed $8,000,000, and call for $560,000 annually. This statement is correct in all but the estimates for expenses for 1861, which are assumed to have been at the same rate as for 1860. This estimate cannot be far out of the way. It shows that the net earnings for the year have exceeded by $44,377, the interest on the debt of the company and a sum equal to dividends at the rate of 7 per cent. on the preferred stock. The company will enter the new year with greatly increased facilities for business, and with the prospect of much larger earnings for 1862 than for 1861.

One cause of the previous embarrassments of the company was the construction of the Long Dock, the greater portion of which is owned by it. This is a very valuable property as is shown by the fact that 104 is offered for the stock of this company held by individuals; the par value being 100. This property has an extensive front on the North River, and a large area of land in Jersey City, opposite New York. The site occupied then is the best possible for the traffic of the company, having great depth of water, and never obstructed by ice.

Erie and North-East and Buffalo and State Line Railroads.

The Erie and North-East railroad is 19.50 miles in length, extending from Erie, Pa., to the New York State line. The company was chartered April 22, 1842. The work of construction was commenced in 1849, and completed January 19, 1852. It was built with a gauge of 6 feet in expectation that the Buffalo and State Line railroad company would adopt a similar one. That company adopted the Ohio gauge of 4 feet 10 inches. To remedy the inconvenience of a break of gauge, the two companies agreed to make it uniform from Buffalo, adopting the Ohio gauge, and to run both roads as one line, and to pay the same rate of dividends to the stockholders of each—in effect to consolidate the two roads. It was the carrying out of this agreement that led to the Erie riots, in which a portion of the track of this road was destroyed, and the running of the road for a time interrupted. The matter was finally compromised by a subscription on the part of this company of $400,000 to the capital stock of the Erie and Pittsburg railroad; and by the subscription on the part of the Cleveland and Erie railroad company of $500,000 to the capital stock of the Sunbury (now Philadelphia) and Erie railroad—the Legislature of Pennsylvania confirming upon these conditions, the rights of the two companies to the chartered privileges claimed by them. In 1857, an act was passed by the Legislature of New York, authorizing the Buffalo and State Line railroad company to lease or purchase the Erie and North-East railroad by exchange of stock or lands. Under this act, nearly all the capital stock of the latter has been exchanged for that of the former. Bonds have also been exchanged to the amount of $149,000.

The capital stock authorized and paid in was $600,000. The funded debt consists of $400,000 first mortgage 7 per cent. coupon bonds, dated June 1, 1857, and payable, principal June 1, 1870, and coupons semi annually in New York. Cost of road and equipment, $700,000.

Its earnings and expenses are embraced in those of the Buffalo and State Line railroad. The same dividends have been paid by the two companies.

The Buffalo and State Line railroad is 68.34 miles in length, extending from the New York State Line to Buffalo. The company was organized under the General Railroad Law, and filed articles of association October 13, 1849. The work of construction was commenced in July, 1850, and completed February 22, 1852.

The capital stock authorized is $2,000,000, of which $1,950,950 has been paid in. The funded debt of the company amounts to $1,049,000, viz: $500,000 first mortgage 7 per cent. coupon bonds, dated October 1, 1851, and payable October 1, 1866; $200,000 Income 7 per cent. bonds, dated April 1, 1852, and payable one-half April 1, 1859,

and one half April 1, 1862; $200,000 unsecured 7 per cent. bonds, dated October 1, 1852, and payable July 1, 1864; $80,000 E. & N. E. Exchange 7 per cent. bonds, dated January 1, 1857, and payable June 1, 1870; $69,000 E. & N. E. Exchange 7 per cent. bonds, dated January 1, 1858, and payable January 1, 1861. The coupons and interest on all the bonds are payable semi-annually in New York.

The floating debt of the company amounts to $27,545 71. The total cost of road and equipment has been $2,788,384 06. The income account for the year ending November 30, 1860, is as follows:

Receipts from passengers		$396,553 57
" freight		500,666 30
" mails		13,800 00
" rents		5,252 97
" other sources		781 78
		$917,054 62
Paid transportation expenses	$412 972 78	
" interest	100 834 96	
" dividends, two of 5 per cent. each	216,000 00	
Balance	187,246 88	
		$917,054 12

The equipment of the road consists of 25 locomotives; 22 first class, 12 second class and emigrant, 8 baggage, mail and express, and 307 freight cars.

The length of road operated is 87.84 miles. The number of miles run by passenger trains has been 157,251, by freight trains, 160,599. Number of passengers carried in the cars, 255,209; number carried one mile, 15,648,972. Tons of freight carried, 343,761; tons carried one mile, 16,577,071.

The following is a statement of the cost, length, earnings, and dividends paid, from the opening of the road to the present time.

Year.	Cost.	Length.	Gross earnings.	Expenses.	Net earnings.	* Dividends.	* Per cent.
1852	$1,921,270						
1853	2,220,591	68.34	$134,306	$66,319	$67,987	$134,805	12
1854	2,343,849	87.84	395,439	154,045	241,394		
1855	2,491,364	87.84	507,618	242,764	264,854	120,000	10
1856	2,589,787	87.84	679,750	323,987	355,763	130,000	10
1857	2,739,936	87.84	800,115	474,171	325,944	130,000	10
1858	2,772,987	87.84	850,408	640,106	210,302	143,000	11
1859	2,779,994	87.84	840,116	480,507	359,609	108,000	6
1860	2,788,384	87.84	848,242	429,939	418,304	216,000	10
			911,019	412,973	498,046	216,000	10

* Included in dividends of 1853.

The company publish no reports other than those made to the Legislature of the State. The surplus earnings over dividends have been expended in perfecting the road.

The above statement is for nine years; during which time the gross earnings have amounted to $5,967,013, or an average of $663,001 per annum. The aggregate expenses have been $3,225,811, or an average of $358,423. The net earnings, $2,742,203, or an average of $304,689. The dividends declared have amounted to 79 per cent., an average of 8.8 per cent. The amount disbursed in dividends has been $1,197,805, a yearly average of $133,089. The average length of road operated has been 83½ miles, and the average cost $2,516,907.

New York, Providence & Boston Railroad.

The receipts of this Company for the year ending 31st August, 1861, have been as follows:

Through passage		$86,505 84
Local do.		62,966 18
		$149,472 02
Receipts from New Haven, New London, and Stonington Extension Railroad		27,693 48
Through freight	$61,090 65	
Local do.	27,179 31	
		88,269 96
Mail service	$7,621 66	
Balance due last year	3,548 44	
	$11,170 10	
Less amount due by P. O. Department	1,347 14	
		9,812 96
		$275,248 42
Interest on deposits		865 04
From sale of real sstate		400 00
Balance, August 31, 1860		38,959 56
		$315,473 02

The expenditures have been:

General expenses, salaries, wages, oil, etc.		$72,958 28
Fuel		21,040 56
Repairs of road		48,530 45
" cars		9,833 06
" repairs of engines		15,357 54
" bridges and depots		5,121 69
New cars		5,602 06
New engines		17,411 88
New machine shop		4,203 07
Paid unclaimed interest on bonds		615 00
Paid interest on 6 per cent. bonds		16,290 00
Dividends, November, 1860, and July, 1861	$67,846 14	
Dividends unclaimed	323 34	
		67,522 80
Paid unclaimed dividends		572 50
New Haven, New London, and Stonington Extension Railroad		2,941 40
Newport Connection		506 96
Balance in cash		26,965 77
		$315,473 02

The number of passengers carried over the road during the past two years, is as follows:

	1860.	1861.	Decrease.
Through passengers	117,213	109,151	8,062
Local do.	100,713	93,822	6,891

The amount of freight transported over the road the past two years is as follows:

	1860.	1861.	Decrease.
Through freight.	75,874,000	66,105,000	9,769,000
Local do.	21,376,000	16,230,000	5,146,000

The receipts of the year were		$275,248 42
Am't due for transportation of troops		5,000 00
Am't due by Post Office Department.		1,357 14
		$281,605 56
Expenditures—		
Expenses 61 per cent.	$172,841 58	
New engines and cars	23,113 94	
New machine shop at Providence	4,203 07	
		200,158 59
Net earnings		$81,446 97

The receipts of last year were		$317,166 72
Expenditures—		
Expenses of last year	$172,319 79	
New equipments	15,209 44	
		187,529 23
		$129,637 49

The indebtedness of the Company on the 31st of August last was as follows:

Six per cent. bonds	$276,400 00
Amount due but not presented	300 00
	$276,700 00

The total earnings of the Extension Railroad for the year was $31,398 00.

On the 17th September last the steamboat terminus of the road was removed to Groton, where the improved facilities for landing of boats and passengers, and for the receipt and discharge of freight, must result in improving the business of the road. The connection of the road with the N. H., N. L. & Ston. R. R., by means of the extension to Groton, proves to be quite as advantageous as was anticipated, and as it becomes more generally known will become a favorite day route to Boston.

On the first of August, 1860, the Post Office Department adjudicated to the Shore Line the night through mail to Boston, which is deemed of much future value to the road.

The road has received extensive repairs. Twelve miles of track have been relaid with additional ties, and nine miles graveled, with six to ten inches of gravel.

There have been 23,849 new ties laid down, 8,911 rails repaired at the Company's shop, 365 tons new rails laid, and 35 tons laid in lengthening and making turn outs. The old car house taken down at Stonington and rebuilt at Groton; an engine house built at Greenwich; also, a commodious brick machine and repair shop built at Providence, and stocked with the necessary tools for repairing engines.

Two new first-class locomotives, coal burners, have been purchased. Another has been entirely rebuilt and altered to a coal burner, and is made fully equal to a new engine. A third has been repaired and altered, making eight coal burners in all, five of which may be called new.

Five new eight wheel freight cars have been purchased, and one eight wheel baggage and smoking car built.

The machinery and rolling stock is therefore very complete, requiring no very important additions or repairs.

There were 275,000 miles run the past year, being 33,000 miles more than the previous year; of which 65,000 were run with wood, at a cost of 10½ cents, and 210,000 with coal, at a cost of 8 cents per mile—all heavy trains being run with coal.

The Company has no floating debt, or construction account open.

The office of the Company is at Stonington, Ct. The directors and officers are:

President—James I. Day.

Directors—James I. Day, Matthew Morgan, Thomas Tileston, Samuel D. Babcock, Daniel Drew, Hamilton Blydenburgh, William F. Cary Samuel Sloan, Nathan F. Dixon.

Superintendent—A. S. Mathews.

Treasurer—Francis Amy.

Secretary—William R. Palmer.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec :				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	70
" "	1,000,000	6	1867	75
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65–'70	102½
2d Mortgage	600,000	7	1875	102½
***Central Ohio :**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	94
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	80½
1st Mortgage	3,600,000	7	------	39½
2d Mortgage	2,000,000	7	------	13½

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton :				
1st Mortgage	$106,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	——
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	76
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	90
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000		------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62–'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage (3d Div.) Coupon	422,000	7	62–'63	98½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98¾
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	90

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	29
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	104
2d Mortgage	2,000,000	7	1860	96¾
3d Mortgage	1,840,000	7	1875	82
Convertible	1,002,000	7	1867	71
Illinois Central :				
Optional Right Scrip	38,000	7	1868	68½
Construction	12,886,000	7	1875	88
Construction	4,115,000	6	1875	88
Debentures	42,740	7	------	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11½
2d Land Grant (Western Div.)	353,600	†	------	11½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island :				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	872,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati :**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston :				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	95
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	95
1st Mortgage (S. F.), convertible	4,153,000	8	1882	92
Mich. Southern and N'n Indiana:				
Michigan Southern	991,000	†7	1860	85
Northern Indiana	985,000	†7	1861	82½
Erie and Kalamazoo	300,000	†	1861	----
Michigan Southern	67,000	†	1863	90
Northern Indiana	123,000	†	1863	81
Jackson Branch	130,000	†	1863	88
Goshen Air Line	1,168,000	†	1868	65
Detroit and Toledo	611,000	†	1876	----
General Mortgage (S. F.)	2,485,000	†	1885	81
2d Mortgage	2,850,000	†	1877	61
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Stou'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	600,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,865,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100½
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	100½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	102
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	84
4th Mortgage (convertible)	3,729,000	7	1880	76½
5th Mortgage	1,277,000	7	1883	70
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	92
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	82
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Peters'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	426,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	88
Mortgage	3,103,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	70½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	500,000	†.	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	60
2d Mortgage (convertible)	2,000,000	7†	'68–'70	18
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	70
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	40
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	17½
2d Mortgage Coupon	1,135,000	7	1867	14
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	500,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1872	----

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations. By M. Cezanne, Engineer des Ponts et Chaussees. Translated by J. Bennett.

(Continued from p. 694.)

A short notice of a Pneumatic Pile Bridge across the Savannah River.

I am indebted to my friend C. C. Martin for the following sketch of his experience in pneumatic pile driving. After the completion of the Brooklyn Water Works, during which Mr. Martin was connected with me in the construction of the dams and preparation of the ponds of that work, he took charge of the pneumatic pile bridge across the Savannah River, where he prosecuted the work successfully, until interrupted by the war of the Rebellion.

The Savannah River Bridge is to be on the line of the Charleston and Savannah Railroad, about 16 miles from the latter city; when completed, it will consist of six fixed spans, and a swing bridge, with an aggregate length of 900 feet.

The two abutments and seven piers are to consist of pneumatic piles; the abutments and four piers to be of two piles each; the piers at the end of the swing bridge to consist of four cylinders each, and the pivot pier of five. The cylinders are cast in sections 9 feet in length, and 6 ft. outside diameter, with 2 inches thickness of metal; the lower section of each column is cast or turned with a bevel edge, as shown,



in order that it may offer the least possible resistance as it descends; the upper end of this section, and both ends of the others, have a flanch on the inside 3″ wide and 2″ thick, through which are forty holes 1 inch in diameter, to admit bolts for joining the sections together. The ends of each section were turned in a lathe, so as to be parallel, and thus insure the straightness of the cylinder, though composed of several sections. The cylinders were cast and fitted up by the Trenton Locomotive and Machine Manufacturing Company, of Trenton, N. J., and are certainly monuments of mechanical skill, and do great credit to the manufacturers.

Apparatus.—The apparatus for sinking these piles consists of a large flat boat, upon which is placed a 16 h. p. steam engine, and two double-acting air-pumps; a hoisting apparatus, consisting of a drum driven by the engine, sheer poles, blocks and falls.

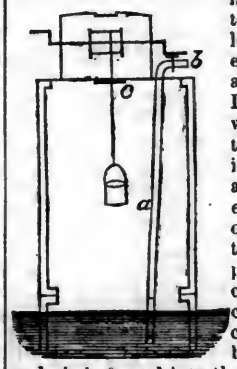
The Savannah River at this point has a velocity of about four miles per hour; the tide rises and falls about three feet. The river bottom is composed of clean river sand for a depth of 20 feet, when a strata of coarse clean gravel is found, about 2 feet thick; below this is a stratum of blue material, composed of sand and clay, very compact. The water in the river is always charged with yellow clay, from the interior, so that it is impossible to see beneath the surface; the depth varies from 2 or 3 feet at the shore to 16 feet at the middle.

Process of Sinking the Cylinders.—Two sections of cylinder were bolted together, the joint being made air-tight with white lead; both were lifted together and suspended while the "Flat" was being hauled into position by watch tackle running in different directions. When the cylinder was thus brought immediately over the place it was to occupy, it was gradually lowered till the bottom rested on the sand. These two sections were held in position by guys,



while another section was lowered upon them and secured. The sections are hoisted by means of a piece of timber with an eye-bolt, as shown in the sketch. The workmen go down in the inside to put in the bolts and secure them, being supported by planks resting on the flanches. A cast iron cap is then secured on the top of the cylinder, and to this is attached a hose connecting with the air-pumps; a large cast iron receiver intervening to receive the water which is pumped out. The pumps being set in motion, the air and a portion of the water in the cylinder is drawn out, and a partial vacuum formed, producing a pressure on the top sufficient to force the cylinder into the sand. In one instance where four sections were bolted together, being in fifteen feet of water, and about four feet in the sand, the cylinder sunk six feet in three minutes on the application of a vacuum. The settlement is generally from one to four feet.

Air-lock.—The next step is to place upon the top of the cylinder an "air-lock," after removing the "vacuum-cap;" this is a section made of boiler iron, arranged with a door in the top and bottom, both opening downward, large enough to admit a man, and closing air-tight. The air-lock is smaller in diameter than the cylinder, and this allows the insertion of "bull eyes" for admitting light; also a butt and stop-cock. Inside of the air-lock is a windlass for hoisting material from inside the cylinder. The hose from the air-pumps is now connected with the butt which opens into the inside of the cylinder; the syphon-pipe, *a*, is secured in place, connecting with a stop-cock on the outside of the cylinder on top, at *b*. The bottom door, *c*, is closed, and air is forced into the cylinder by the pumps. The stop-cock is opened, and the water is pressed down by the air above it in the cylinder, and is forced up the syphon-pipe, through the stop-cock into the open air. As soon as the water is as low as the bottom of the pipe, *a*, men are sent inside to add other sections, and thus lengthen it. The men are admitted as follows: the bottom door being closed, the top one is opened, and men descend into the air-lock, and close the top door; then, by means of a small air-cock in the bottom of the air lock, the pressure is admitted from below into the air-lock. This closes the top door air-tight, and the pressure in the air-lock becomes equalized with that below, and the bottom door falls by its own weight, and the men descend by means of rope-ladders suspended from the under side of the air-lock bottom. In coming out of the cylinder, the men come into the air-lock and close the bottom door; then, by means of a small air-cock in the side of the air-lock, the pressure is allowed to escape, and the top door falls open.



In allowing the pressure from below to enter the air-lock, great caution is necessary, else exceedingly painful sensations are experienced; different persons are differently affected; nearly all experience a painful sensation in the ears, and some oppression of the lungs, bleeding at the nose, headache, dizziness, etc. As soon as the pipe is lengthened, the stop-cock is again opened, and by a repetition of the process, all the water is forced out of the cylinder, and, by a continuation of the same process, the sand is forced up the syphon-pipe with great force in astonishing quantities; by this means, the sand is all excavated from within the cylinder. A phenomenon scarcely to be expected occurs: on the excavation near the bottom, the air escapes under the bottom of the cylinder, rises through the sand, and escapes in bubbles through the water, in some cases over an area of one hundred feet in diameter; this keeps the water entirely out of the cylinder, and enables the workmen to conduct their operations easily.

Having excavated to the bottom, the men come out, first having removed several length of the syphon-pipe, and raised up their ladder, the pressure still continuing. As soon as they are out and all is ready, the stop-cock is opened and the compressed air allowed to escape suddenly; this removes the upward pressure from within, and the cylinder by its own weight forces itself into the sand, being resisted only by the friction against the sand on the outside, and the material immediately under the lower edge of the cylinder; these are both exceedingly small while the compressed air is escaping, for the water rushes in under the bottom, bringing with it great quantities of sand, which must move with the water down the outside of the cylinder. The cylinder, which sunk six feet by a vacuum, sunk nine feet in about two minutes by allowing the pressure to escape. By a repetition of this process of excavation and "blowing off" pressure, the cylinders were sunk from 25 to 30 feet into the bottom of the river, being from 3 to 7 feet in the hard strata of clay and sand. The cylinders are to be brought up to the grade of the road (about fifteen feet above the surface of the water) by sections cast of the requisite length; they are to be connected together by means of wrought iron ties and braces, and are to have cast iron capitals to receive the chords of the wooden superstructure, which is to be a Howe-truss.

Inclination of Cylinders.—It frequently happens in sinking cylinders that, owing to inequalities in the density in the quality of the material which it penetrates, the cylinder becomes inclined, and it is a very difficult and expensive process to bring it again to the upright position. One cylinder took an inclination of about 8 inches from the perpendicular when it was 25 ft. in the sand; the first attempts to straighten it were made upon a very ingenious plan, devised and practised by Capt. William S. Smith, who had charge of the work before I had; it consisted in excavating quite to the bottom of the cylinder, and driving wooden wedges under the lower side, and applying a strain with a tackle purchase. When the pressure was allowed to escape, the cylinder would have a tendency to straighten; these efforts did not succeed, for the cylinder would not move at all.

I then arranged a purchase by which I could exert a strain of at least twelve tons, to pull the cylinder in the direction of perpendicular. The material was excavated to the bottom of the cylinder, and wedges were driven well under the lower side; the excavation was then extended outside of the cylinder on the upper side, so that the air would escape altogether on that side, thus loosening the sand which pressed upon the upper side of the cylinder. In addition to these appliances, I arranged a battering-ram on a small scale, by suspending a stick of timber so that its blows directed against the side near the top of the cylinder should tend to straighten it. Having all things prepared, I took the men out, and allowed the pressure to escape, at the same time "hauling hard" upon the tackle, but the cylinder did not move. I then had the ram brought to bear, and the effect was magical; the thirty tons of metal in the cylinder, under the combined action of the pressure, strain, and ram, yielded readily and was soon brought into position. The slight blows from the ram seemed all that was requisite to loosen the hold of the sand upon the cylinder, and allow it to move.

Incidents and Notes.—The amount of sand that entered the cylinder under the bottom when the pressure was allowed to escape, was astonishing; on one occasion, when the cylinder had penetrated the sand twenty-one feet, and was nearly through the stratum of coarse gravel, the material having been excavated to the bottom, the pressure was allowed to escape: the cylinder sunk less than a foot, and the sand rose inside the cylinder 22 feet. This quantity = nearly 21 cubic yards, was brought in by the in-rushing water in a very few minutes.

During the process of sinking a cylinder 27 feet, there was the incredible amount of 129 feet in depth of sand excavated.

In several instances, 24 feet (in depth) of water was blown out of the cylinder in ten minutes; 38,468 lbs. of water, were raised to an average height of 22 feet in ten minutes; and on one occasion, in one hour, we forced out through the syphon pipe 15 feet in depth of sand, equal nearly 14 cubic yards, raising it on an average 32½ feet; this was done entirely by the pressure of the air.

At another time, the water had been forced out

of the cylinder, and a few feet of sand excavated, so that the men were about 20 feet below the surface of the river, when the force-pipe burst. I was fearful for the effect it might have upon the men, both from the effects of the sudden removal of the pressure, and also the in-rushing of the water consequent upon it. I almost instantly procured a piece of rubber-packing, and, applying it over the rent, bound it fast with a cord, and was thus enabled, by running the pumps very rapidly, to hold a sufficient pressure in the cylinder for keeping the water out till the men were removed.

The men informed me that, as they were at work, they suddenly heard a loud report as of a cannon, and all was dark as night. The report was occasioned by the sudden removal of the pressure from the outside of the ear, the air was condensed; the darkness was occasioned by a rapid condensation of the vapor, held in invisible suspension in the condensed air, forming a dense fog.

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Railroad the 3d week in Oct., 1861, were $56,106
Do., 1860 57,860

Decrease $1,754

The earnings of the Cleveland and Toledo Railroad for the 3d week of Oct., 1861, were . $20,953
1860 20,825

Increase $128

The earnings of the Chicago and Rock Island road, the 3d week in Oct., '61, were $39,953
Do. 1860 37,238

Increase $2,715

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in October, 1861, were $24,577 26
Do. 1860 ..... 29,416 74

Decrease $4,839 54
Total since 1st October, 1861 ..... $71,117 18
Do. 1860 ..... 89,307 86

Decrease $18,190 68
Total since 1st January, 1861 ..... $825,722 81
Do., 1860 ..... 781,902 60

Increase $43,820 21

The earnings of the Toledo, Wabash and Western Railroad the 3d week in October, 1861, were $34,163 30
Do. 1860 ..... 28,797 22

Increase $5,456 08

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week in October, 1861, were $44,892 93
Do., 1860 ..... 36,945 37

Increase $7,946 56

The receipts of the Chicago and Northwestern Railroad for the 3d week in October, 1861, were $28,166 61
Do. 1860 ..... 24,536 69

Increase $3,629 92

The traffic of the Great Western Railway of Canada for the week ending Oct. 25, 1861, was as follows:

Passenger	$18,678 43
Freight and live stock	38,850 60
Mails and sundries	1,406 74
Total	$58,935 77
Corresponding week of last year	55,467 11
Increase	$3,468 66

The receipts of the Grand Trunk Railway of Canada for the week ending Oct. 19, were $96,611 36
Corresponding week, 1860 ..... 81,122 56

Increase in 1861 ..... $15,488 80
Total traffic from July 1st, 1861 ... $1,033,673 76
Corresponding period previous year. 1,045,186 45

Decrease $11,512 69

The earnings of the Michigan Central Railroad, for the 3d week in Oct., 1861, were .. $62,721 43
Do. 1860 ..... 70,843 79

Decrease $8,122 36

Railroad Earnings--Monthly.

The report of the receiver of the Ohio and Mississippi Railroad, for August, 1861, is as follows:

Balance from July account $11,265 13

RECEIPTS.

From passengers, prior to August 1	$2,631 43	
From freight and express	9 511 83	
From mail to June 30	10,283 85	
		22,427 11
From passengers on August account	16,110 90	
From freight on Aug. acc't.	13,606 56	
		29,717 46
From balance on charge advanced other roads		141 67
From other sources		211 10
Total		$63,762 47

DISBURSEMENTS.

Baid on account of repairs to Miami Bridge	$8,000 00	
Paid discount, interest and exchange	363 06	
Paid sundry office expenses,	12? 31	
Paid on account of former arrearages	1,019 03	
Paid on account July current expenses	16,347 00	
Paid of 1st mort. coupons due July 1, 1861	560 00	
Do. July 1, 1860	8,435 00	
		34,845 45
Balance carried to September acc'nt		$28,917 02

The following is the twenty-eighth monthly report of H. J. Jewett, Receiver of the Central Ohio Railroad Company, covering the operations of the road for the month of August, 1861:

To balance as per last report $38,413 27

RECEIPTS.

From passenger business	$18,751 30	
From freight business	30,524 64	
From express business	1,060 38	
From mail	1,422 37	
From mileage on cars	1,301 71	
From other sources	1,594 67	
		54,655 57
Total		$93,068 84

EARNINGS FOR AUGUST.

From passenger business	$26,714 22	
From express business	1,587 82	
From freight business	21,638 77	
From mail business	2,378 90	
		52,318 71

EXPENSES.

Transportation Department	$8,891 89	
Machinery Department	9,967 63	
Fuel Department	4,525 34	
Road	10,666 49	
General expenses	1,383 84	
Construction	1,941 19	
		37,376 37
Balance		$14,942 34

The following is the report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad, of the business of the road for September:

RECEIPTS.

Passengers, through business	$102 50	
Passengers, local business	8,117 75	
Mail	831 25	
Express	442 30	
		$9,493 70
Freight, through	$219 82	
Freight, local	8,812 27	
		9,032 09
Total earnings		$18,525 79

EXPENSES.

Transportation expenses		$4,437 81	
Car	"	466 51	
Locomotive	"	1,179 06	
Road	"	2,742 02	
General	"	598 73	
Buildings	"	27 50	
Loss and damage	"	3 00	
			$9,454 63
Extraordinary expenses			2,214 57
Corporate			2 00
Construction			116 00
Equipment			359 61
Total expenses			$12,146 81
Balance on hand September 1			$29,592 28
Received during September			14,586 83
Total			$44,179 11

The earnings of the Indianapolis and Cincinnati Road for September were as follows:

Passengers	$13,107
Freight	16,729
Mail, etc.	1,523
Total	$31,280

The earnings of the Connecticut River Railroad in September, 1860, were $30,782
Do., 1861 23,541

Decrease $7,241

The receipts of the Panama Railroad have been:

August	$148,729 91
September	129,746 09
Total two months	$178,476 00

Railroad Earnings for September.

We give below a recapitulation of the monthly earnings of railroads for September as far as received. They correspond very nearly with those of 1860. Last year there was a very active demand for breadstuff at high prices. The rates on freight were higher than those for the present. The traffic of the railroads East is much greater than at any former period. Nothing, comparatively, is going West. The receipts are almost entirely from produce going to market. Usually the inward is nearly as great as the outward traffic.

	1861.	1860.
New York and Erie	519,579	598,762
Hudson River	146,424	180,000
Michigan Central	236,845	251,423
Chicago and Rock Island	145,897	130,579
Chicago, Burlington and Quincy	206,837	226,996
Illinois Central	243,677	259,643
Milwaukee and Prairie du Chien	134,729	139,761
Milwaukee and Lacrosse	112,484	89,487
Toledo, Wabash and Western	142,537	106,109
Pittsburg, Ft. Wayne and Chicago	265,417	245,937
Philadelphia and Reading	234,456	369,911
Chicago and Northwestern	87,928	81,229
Harlem	89,345	105,587

Locomotive Performances on the Illinois Central Railroad for September, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for September, 1861, from which the following is compiled:

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass. trains.	19,126	16,577	14,925	50,628
" freight "	63,413	22,487	34,859	120,759
" other "	20,513	7,150	6,946	34,606
Tot. miles run.	103,052	46,214	56,730	205,996
RUNNING EXPENSES.				
Lbs. of waste.	1,487	809	630	2,927
Gallons of oil.	929	436	481	1,846
Cords of wood	1,099	1,162	388	2,649
Tons of coal..	1,687	4	1,062	2,754
Cost of wages.	$3,657	$1.581	$2,239	$7,477
" repairs	4,174	4,039	2,962	11,175
" stores.	810	393	403	1,606
" fuel ..	6,798	4,075	3,210	14,093
" cleaning engines.	491	259	342	1,092
Total cost ...	$15,930	$10,347	$9,166	$35,443
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, and tallow.	0.78	0.85	0.70	0.78
For repairs ..	4.05	8.74	5.22	5.42
For fuel	6.59	8.82	5.67	6.84
For wages ...	3.54	3.42	3.94	3.63
For cleaning .	0.47	0.56	0.61	0.53
Total.....	15.45	22.39	16.15	17.20
AVERAGE MILES RUN.				
To 1 c'd wood	39.83	39.77	44.88	41.47
To 1 ton coal.	36.35	56.89	38.53	37.74
To 1 pt. of oil.	13.86	13.25	14.76	13.95
Average number cars per trip of 100 miles.....	15.57	12.07	11.74	13.53

NOTE.—The above oil includes that used in head-lights and lamps of engineers.

Wood is rated at $3.50 per cord; coal, $1.75 per ton, loaded on tenders.

Average cost per mile of passenger engines..12.40
" " " " " freight " ..19.83
" " " " " construction " ..17.14
" " " " " switching " ..14.49
" " " " " freight engines using wood for fuel.. ....28.20
Average cost per mile of freight engines using coal for fuel.... ....14.94

Railroad Supply Store
FOR SALE.

ONE of the oldest and best established Railroad Supply Stores, may be had very low, the present proprietors having other business requiring their whole attention. Address Wm. Kemlo, 34 Hawley st., Boston, or Box 1487, New York Post Office. 2t*

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

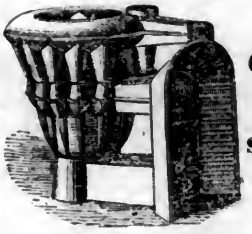
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS,
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, HY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED.

The COSMOPOLITE
PARLOR RADIATOR. &
GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



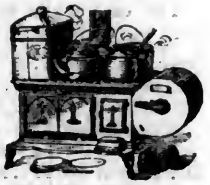
Challenge Air-tight
KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less	10	cents	per	100 pounds.
50 " "	15	"	"	"
100 " "	25	"	"	"
150 " "	40	"	"	"
200 " "	50	"	"	"
300 " "	75	"	"	"
350 to 400 miles not exceeding	90	"	"	"

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000	pounds.
2 animals	4,000	"
3 "	5,000	"
4 horses	6,500	"
5 "	8,000	"
6 "	9,000	"
7 "	10,000	"
8 "	11,001	"
9 "	12,000	"

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

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American Railroad Journal.

New York, Saturday, November 9, 1861.

Rutland and Burlington Railroad.

This company was chartered November 1, 1853, under the title of the Champlain and Connecticut River railroad company. On the 6th of November, 1847, the name of the company was changed by the passage of a supplementary act. The construction of the road was commenced in May, 1847. The first section of 14 miles from Bellows Falls to Chester was opened in June, 1849, and the whole road to Burlington, 119.54 miles, at the close of the same year. In November, 1853, in consequence of the inability of the company to meet the interest on its mortgage bonds, the road passed into the hands of trustees, where it still remains.

The capital stock of the company is as follows:

Common stock	$1,242,500
Preferred 8 per cent. stock	382,700
" 6 " "	608,176
Total	$2,233,376

The 8 per cent. shares are a part of $600,000 issued in 1850. On these the interest was guarantied by the company and paid up to 1853.

The 6 per cent. shares were created by vote of the stockholders at a special meeting in December, 1851. They were issued for equal amounts of the old stock and 6 per cent. bonds. Dividends were paid up to 1853.

The funded debt of the company amounts to $3,179,498, described as follows, viz:

First mortgage 7 per cent. coupon bonds, $1,800,000, dated February 1, 1851, and payable February 1, 1863, and coupons semi-annually at Boston.

Second mortgage 7 per cent. coupon bonds, $937,500, dated August 1, 1853, and payable February 1, 1863, and coupons semi-annually at Boston.

Third mortgage 7 per cent. coupon bonds, $436,500, dated August 1, 1854, and payable February 1, 1863, and coupons semi-annually at Boston.

Notes convertible into third mortgage bonds, $5,498.

Provision was made in the second and third mortgages for an issue of $1,200,000 under each.

The floating liabilities of the company August 31, 1861, were as follows:

Notes payable	$556,107 34
Six per cent. bonds	290,000 00
Interest bonds	23,300 00
" scrip	17,199 02
Dividend 8 per cent. stock	8,332 00
" 6 " "	728 00
Mortgage bonds coupons	353 50
Sundry accounts	76,499 29
	$972,519 15

The receipts and expenses of the road for the fiscal years ending August 31, 1859, 1860 and 1861, have been as follows:

Receipts:	1859.	1860.	1861.
From passengers	$123,199	$129,212	$118,012
" freight	197,974	177,725	163,733
" mails, etc.	33,115	27,431	29,438
	$354,288	$334,368	$311,183
Expenses:	1859.	1860.	1861.
Maintaining roadway	$85,524	$70,211	$63,763
Repairs of machinery	63,891	57,327	61,667
Operating expenses	123,312	152,352	147,562
Net earnings	81,561	54,478	38,191
	$354,288	$334,368	$311,183

The following is a statement of the account of the Trustees of the road from November 20, 1853, to September 1, 1861:

Total net earnings from November 20, 1853, to August 31, 1858	$284,961
Net earnings in 1858-'59	81,561
" " 1859-'60	54,478
" " 1860-'61	38,191
	$459,191
Paid coupons due Feb. 1, 1854	$63,000
" " Aug. 1, 1854	61,712
" " Feb. 1, 1855	61,855
" " Aug. 1, 1855	60,435
Fuel and materials on hand	69,561
Real estate	32,193
Rolling stock, tools, etc.	68,568
Cash on hand	10,349
Due from connecting roads, agents, etc.	31,618
	$459,191

General Ledger Balance Sheet September 1,

	1859.	1860.	1861.
Capital stock	$2,233,376	$2,233,376	$2,233,376
Funded debt	3,145,001	3,167,300	3,174,000
Floating "	1,008,663	979,119	972,519
Notes convertible into 3d mort. bonds	5,101	5,250	5,498
	$6,392,141	$6,385,045	$6,385,393
Construction	$3,989,708	$3,989,708	$3,989,708
Equipment	556,276	556,276	556,276
Incidentals	293,098	293,098	293 098
Interest	769,572	770,419	770,767
Discount	590,945	594,162	594,162
Vermont val. sh.	6,750	6,750	6,750
Northern Tel. "	2,000	2,000	2,000
Real estate	34,174	30,514	30,514
Steamboats	57,754	50,254	50,254
8 per ct. pref. st.	40,000	40,000	40,000
Plattsburg and Mont. shares.	26,355	26,355	26,355
Notes receivable	25,509	25,509	25,509
	$6,392,141	$6,385,045	$6,385,393

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of road, etc.	Mileage.	Gross earnings.	Operating expenses.	Net earnings.
	$		$	$	$
1851.	4,343,401	120	277,411	100,445	176,966
1852.	4,847,401	120	234,790	197,735	127,055
1853.	5,477,466	120	495,397	285,967	209,430
1854.	5,803,000	120	414,424	338,522	75,902
1855.	6,199,599	120	414,424	338,522	75,902
1856.	6,199,599	120	496,440	446,929	49,511
1857.	6,199,599	120	382,624	306,904	75,720
1858.	6,199,599	120	332,314	299,528	41,786
1859.	6,199,599	120	254,288	272,726	81,562
1860.	6,203,663	120	334,368	279,890	54,478
1861.	6,204,011	120	311,183	272,992	38,191

The above is for eleven years; during which time the gross earnings have been $4,137,668, or an average of $385,242; the expenses during the

same time have been $3,131,160, or an average of $284,651; and the net earnings $1,006,503, averaging $91,500 per annum. The average cost of the road and its appurtenances has been $5,806,994.

The equipment of the road consists of 26 locomotives; 16 first class passenger, 2 second class, 4 baggage, 2 mail, 357 box, 101 platform and 80 cattle cars. The number of miles run by engines with all the trains in 1861, was 410,918, against 396,935 in 1860.

The office of the company is at Rutland, Vt.

President—THOMAS THATCHER.

Treasurer—GEO. B. GIBBONS.

Superintendent—E. A. CHAPIN.

Trustees—SAMUEL HENSHAW. THOMAS THATCHER.

Receipts and Exports of Domestic Produce.

Below is a statement of receipts at, and exports from the port of New York, of leading articles of produce for the first 10 months of the year.

	Receipts.		Exports.	
	1859.	1860.	1859.	1860.
Ashes, bbls	20,357	19,804	13,579	12,882
Breadstuffs—				
Flour, bbls	2,170,922	2,755,220	660,516	1,450,329
Corn m. bbls	70,683	97,886	68,568	70,533
Wheat, bush	1,506,288	11,501,864	108,201	9,112,206
Rye, bush	2,718,247	174,501	.....	450
Oats, bush	200,163	3,545,122	9,208	102,134
Barley, bush	751,884	809,186	6,560	6,290
Corn, bush	2,291,391	10,845,319	174,989	2,356,912
Cotton, bales	343,151	381,368	159,662	134,739
Naval stores—				
Turp. bbls	77,221	43,524	70,215	40,043
Sp. turp. bbls	132,416	135,690	60,555	61,048
Rosin, bbls	645,741	572,718	500,020	451,671
Tar, bbls	33,663	45,118	21,920	20,490
Provisions—				
Pork, pkgs	144,921	74,139	115,983	80,228
Beef, pkgs	53,759	32,700	31,261	33,272
Cut m'ts, pkgs	58,819	47,768	85,192	
Cut m'ts, lbs.				
Butter, pkgs	245,992	309,782	5,165,529	14,130,309
Butter, lbs				
Cheese, pkgs	405,523	601,717		
Cheese, lbs				
Lard, ls & bbs	50,760	43,748		
Lard, lbs				
	9,120,296	15,912,994	37,404,561	42,200,775
	6,513,589	18,713,810		
	2,258,914	8,068,779	15,671,115	
	88,799	592,314	26,564,971	

The New York Central Railroad Co. have just opened a telegraph office at West Albany, where the most extensive machine shops of the company are located.

Michigan Southern and Northern Indiana Railroad.

This Company is a consolidation of the Michigan Southern and the Northern Indiana Railroad Companies.

The "Michigan Southern Railroad Company" was chartered on the 9th May, 1846, under an act providing for the sale of the Michigan Southern Railroad. By this act the road and its equipment were to be sold for the sum of $500,000, of which $50,000 was to be paid in three months, and the remainder in semi-annual instalments of $25,000, with interest at the rate of six per cent., the payments to be made in cash, or State bonds at specified rates. The construction of the road had been undertaken by the State, as a part of the internal improvements authorized by the act of March, 1837, and at the date of sale had been completed from Monroe to Hillsdale, 69 miles, at a cost of about $1,800,000. The capital of the new company was fixed at $2,000,000, with the right to increase it to $3,000,000. In 1849 and 1850, supplementary acts were passed, authorizing the re-laying of the road with heavy iron, the original track having been constructed of flat bars, laid on longitudinal sills. According to the terms of sale, the main line was to be continued west to Lake Michigan and the Tecumseh Branch completed. The section from Hillsdale to Sturgis was placed under construction in the spring and summer of 1850, and completed and opened for traffic to Jonesville in November, and to Coldwater in December of the same year, and to Sturgis in March, 1851. The remainder of the main line in Michigan was commenced in May, 1851, and completed in the following July. In 1850, the line was extended to the Monroe Pier on Lake Erie.

The "Northern Indiana Railroad Company" was chartered under the name of the Buffalo and Mississippi Railroad Company by an act of the Legislature of Indiana, approved on the 6th February, 1835, and under its present name by an act of the Legislature of Ohio, approved on the 3d March, 1851. By the latter act a consolidation of the portions of the roads in Ohio and Indiana was authorized. The proposed line was extended from Toledo due west through the Northern counties of Ohio and Indiana to Chicago at the head of Lake Michigan; and hence so close to the line of the Michigan Central Railroad as to become a dangerous competitor to that line. Surveys made in 1852 proved that an almost straight and level line was practicable, and in 1853 the construction of the road was undertaken, and the same was completed early in 1857.

The portion of the Michigan Southern within Indiana was built under the charter of the Buffalo and Mississippi Company, and that within Illinois under a separated charter granted by the Legislature of that State approved on the 16th June, 1852.

The several original companies above recited signed articles of consolidation on the 25th April, 1855, and their separate interests were merged into one concern, their share capitals being merged into a common stock, etc.

The Tecumseh Branch of the Michigan Southern was built by the territory of Michigan; and by the terms of the sale of the State road of which it formed a part, the new company was obligated to extend it to Jackson. The extension was completed to Manchester in 1855, and to the required terminus in 1857. A further extension from Jackson to Lansing has been spoken of and will probably be made at some future time.

Beside the Tecumseh, or as it is now called, the Jackson Branch, this company has several other branches which are named in a preceding section. These are the Constantine Branch from White Pidgeon to Constantine, the St. Joseph Valley Railroad from Constantine to Three Rivers (purchased), the Goshen Branch, forming now a section of the Southern line, a branch from Baileytown to Michigan City and the section in Ohio connecting Toledo with the Detroit, Monroe and Toledo Railroad.

The "Erie and Kalamazoo Railroad" is operated by this company under a perpetual lease. The M. S. and N. I. Co., however, own most part of its stock and manage the whole financial operations of the lessors.

The "Detroit, Monroe and Toledo Railroad" is also operated by this company under perpetual lease, which was granted on the condition of this company's assuming the liabilities of the original company from the construction of the road and the payment of eight per cent. dividends upon the full-paid stock from the date of completion. Construction was commenced in the fall of 1856, and the line between Monroe and Detroit completed in December of the same year. The residue of the line southward from Monroe was opened in August, 1857. This road gives both divisions of the company's road full connection with the Great Western and Grand Trunk lines of Canada and secures to the southern lines the same facilities of transportation in connection with those two roads as was formerly monopolized by the Michigan Central Company.

Few roads in the United States are better provided with equipment. Stations, store-houses, wharves, etc., are abundantly supplied, and all that conduces to facilitate the movement of goods and passengers has been scrupulously attended to by those having charge of the works.

The company also owns two splendid steamers which connect the eastern termini with the railroads of New York and the East generally. Lines of propellers also sail between Monroe and Toledo to Cleveland, Buffalo, etc.

That this road has not been financially successful is owing partially to competition, partly to deficiency in several years of the crops, partly from the falling off in the number of immigrants passing westward, but mostly to the adverse condition of the country produced by the revulsion of 1857. Up to February of the last named year and from the time of the completion of the road to Chicago regular semi-annual dividends were made. These commenced with the dividend made in January, 1853, and amounted in all to 59 per cent. on the paid-up capital. Of these dividends 37 per cent. was paid in cash and 22 per cent. in stock.

The numerous and extensive notices of the purely financial affairs of this company (extending from its first organization to the present time) that have been published in the JOURNAL preclude in this connection the necessity of any further details, and to these we refer the interested reader for a full history of the company.

The capital stock* authorized is $12,000,000 in 120,000 $100 shares; of this $9,018,200 on 89,182 shares have been paid in viz:

61,246 shares of common stock	$6,124,600
28,936 " guarantied "	2,893,600
	$9,018,200

The aggregate funded debt of the company is $9,719,704, as follows, viz:

Michigan Southern 1st mortgage, 7 per cent., bonds, $991,000—dated 1st November, 1850, and payable, principal 1st November, 1860, and interest semi-annually, 1st May and 1st November, in New York. Secured by a mortgage on the road within Michigan, extending from Monroe Pier to the Indiana State line, a length of 110 miles. Convertible into sinking fund bonds.

* Stock of the Detroit, Monroe and Toledo Railroad Company owned by M. S. & N. I. Company 2,750 shares and by individuals 1,367 shares—total 4,117 shares at $100 per share.

Michigan Southern, 7 per cent., bonds (unsecured), $67,000—dated 1st March, 1853, and payable, principal 1st March, 1863, and interest semi-annually, 1st March and 1st September, in New York. Convertible into D. M. & Tol. bonds.

Northern Indiana 1st mortgage, 7 per cent., bonds, $985,000—dated 1st August, 1851, and payable, principal 1st August, 1861, and interest semi-annually, 1st February and 1st August, in New York. Secured by a mortgage on the road from Goshen to the Illinois State line. Convertible into sinking fund bonds.

Northern Indiana, 7 per cent., bonds (unsecured) $123,000—dated 1st February, 1853, and payable, principal 1st February, 1863, and interest semi-annually, 1st February and 1st August, in New York. Convertible into Det. Mon. & Tol. bonds.

Erie and Kalamazoo 1st mortgage, 7 per cent., bonds, $300,000—dated 1st March, 1852, and payable, principal 1st March, 1861, and interest semi-annually, 1st March and 1st September, in New York. Secured by a mortgage on the Erie and Kalamazoo Railroad between Toledo and Adrian. Convertible into sinking fund bonds.

Jackson Branch 1st mortgage, 7 per cent. bonds, $130,000—dated 1st August, 1855, and payable, principal, 1st August, 1863, and interest semi-annually, 1st August and 1st February, in New York. Secured by a mortgage on the road between Palmyra and Jackson—about 45 miles. Convertible into sinking fund bonds.

Goshen Line 1st mortgage, 7 per cent. bonds, $1,168,000—dated 1st August, 1853, and payable, principal 1st August, 1868, and interest semi-annually, 1st August and 1st February, in New York. Secured by a mortgage on the road from Toledo to Goshen, 123 miles. Convertible into sinking fund bonds.

Detroit, Monroe and Toledo 1st mortgage 7 per cent. bonds, $611,000—dated 1st February, 1856, and payable, principal 1st February, 1876, and interest semi-annually, 1st February and 1st August, in New York. Secured by a mortgage on the Detroit, Monroe and Toledo Railroad, extending from Detroit to the State Line of Ohio—about 51 miles.

1st general mortgage (sinking fund), 7 per cent. bonds, $2,850,000—dated 1st May, 1855, and payable, principal 1st May, 1885, and interest semi-annually, 1st May and 1st November, in New York. Secured by a mortgage on all the roads and branches, and the equipment and machinery. The mortgage also includes the interest of the company in the leased roads, subject to the mortgage on them. One per cent. on the total provision under this mortgage, viz., $8,000.000, is to be paid annually from theproceeds of business to the Commissioners of the sinking fund, to retire the sinking fund bonds or pay them at maturity. All previous mortgage bonds may be converted into this class.

2d general mortgage 7 per cent. bonds, $2,465,000—dated 1st November, 1857, and payable, principal 1st November, 1877, and interest semi-annually, 1st May and 1st November, in New York. Secured by a mortgage on the same property and rights as the sinking fund bond.

Scrip issued for coupons funded, $29,704.

Floating debt, $437,886.

LENGTH OF ROAD.

Main line in Mich.: Monroe to Ind. State Line..... 133
" *in Ind. & Ill.:* Michigan State Line to Chicago. 113—246 miles.

Constantine Branch—White Pidgeon to Constantine	4 "
St. Joseph Valley R. R.—Constantine to Three Rivers	8 "
Goshen Branch—Elkhart to Goshen	10 "
Michigan City Branch—Baileytown to Michigan City	14 "
Jackson Branch—Lenawee Junction to Jackson	42 "
Goshen Air Line—Goshen to Toledo Junction	120 "
Toledo Section and Station—Toledo to Toledo Junction	3 "
Goshen Line Extension—Toledo Junction to State Line, Mich.	7 "
Leased Roads—Erie and Kalamazoo Railroad	30 "
Detroit, Monroe and Toledo Railroad	51 "
Total	535 miles.

COST OF ROAD, EARNINGS AND DIVIDENDS YEARLY.

Years.	Permanent Property.	Gross Earnings.	Operating Expenses.	Earnings less Expenses	Dividends. Am't.	Dividends. p. ct.
1852-'53*	$6,888,799	$1,200,922	$613,994	$586,928	$124,970	5
1853-'54*	9,274,277	1,818,538	987,563	825,970	196,000	7‖
1854-'55*	11,645,208	2,410,000	1,536,000	874,000	142,725	5¶
1856†	14,356,632	2,714,848	1,598,770	1,116,078	.....	10
1857†§	15,157,628	2,661,506	.....	.....	.....	10
1858†	16,824,043	2,019,425	1,242,152	777,272	nil.	nil.
1859-'60†	17,430,134	1,834,421	1,125,928	708,493	nil.	nil.
1860-'61†	17,499,700	2,075,459	1,039,830	1,035,629	nil.	nil.

* From July 1, 1852, to June 30, 1853, 1854 and 1855.
† For the calendar years 1856, 1857 and 1858.
†† Years ending March 31, 1860 and 1861.
§ No statement of expenses for 1857 was ever published.
‖ Also in January, 1854, 10 per cent. in stock.
¶ Also in July, 1854, 7 per cent., and in Jan'ry, 1855, 5 per cent. in stock.

From the time of the completion of the road to Chicago to the 1st February, 1857, regular semi-annual dividends were paid—in all amounting to 59 per cent. being 37 per cent. in cash and 22 per cent. in shares. The following table exhibits the date and description of each dividend:

	Cash.	Stock.		Cash.	Stock.
1853, Jan.	5	..	1855, July	5	..
" July	7	..	1856, Jan.	5	..
1854, Jan.	..	10	" July	5	..
" July	5	7	1857, Jan.	5	..
1855, Jan.	..	5			
Total				37	22

This shows an average of over 13 per cent. for the 4½ years. No dividends have since then been paid.

ABSTRACT OF GENERAL BALANCE SHEET YEARLY.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Railroad and Equipment	$6,446,859	$8,855,820	$11,226,751	$13,337,170	$14,158,325	$14,732,754	$14,714,731	$15,193,670	$15,238,379
Det. Mon. & Tol. R. R.	.....	.....	.....	491,865	565,718	1,346,855	1,411,067	1,523,786	1,560,043
Steamboats and propellers	441,940	418,457	418,457	527,607	533,585	676,932	698,245	712,678	691,278
Materials and supplies	387,821	113,949	256,567	258,773	246,208	246,647	225,405	159,991	194,224
Stocks and bonds	121,577	430,161	712,076	1,019,345	1,132,449	1,226,070	1,312,534	1,184,415	262,184
Sundry balances	346,615	428,399	633,273	1,378,789	1,211,785	1,106,826	1,233,423	1,201,421	1,229,682
	$7,744,812	$10,246,786	$13,247,124	$17,013,549	$17,848,070	$19,336,084	$19,595,405	$19,975,961	$19,175,790
Common stock	$2,800,000	$5,491,960	$6,928,900	$7,132,900	$8,329,100	$5,983,200	$6.081,800	$6,024,600	$6,124,600
Guarantied stock	.....	.....	.....	131,000	131,000	2,893,200	2,893,600	2,893,600	2,893,600
Income bonds, 1857	500,000	500,000	500,000	500,000	10,000	.....	.....	.....	.....
Mich. Southern bonds, 1860	1,000,000	1,000,000	1,000,000	993,000	993,000	993,000	993,600	993,000	991,000
Northern Ind. bonds, 1861	1,000,000	1,000,000	1,000,000	985,000	985,000	985,000	985,000	985,000	985,000
Erie & Kal. bonds, 1862	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Mich. Southern bonds, 1863	288,000	325,000	500,000	396,000	332,000	282,000	259,000	161,000	67,000
Northern Indiana bonds, 1863	500,000	495,000	500,000	388,000	359,000	307,000	299,000	244,000	123,000
Jackson Br. bonds, 1865	.....	247,000	500,000	257,000	222,000	218,000	203,000	195,000	130,000
Goshen Line bonds, 1868	.....	131,000	1,500,000	1,380,000	1,372,000	1,361,000	1,335,000	1,287,000	1,168,000
Det. Mon. & Tol. bonds, 1876	.....	.....	.....	.....	.....	291,000	336,000	360,000	616,802
Sinking Fund bonds, 1885	.....	.....	.....	1,711,000	2,226,000	2,434,000	2,458,000	2,934,000	2,850,000
2d Gen. mort. bonds, 1877	.....	.....	.....	.....	.....	1,600,000	2,175,000	2,262,000	2,488,902
Bills payable	903,395	541,603	319,454	2,309,360	2,440,499	1,368,073	816,459	595,477	347,430
Due Sinking Fund	.....	.....	.....	80,328	1,014	60,233	101,691	180,233	.....
Coupons unpaid	.....	.....	.....	22,294	8,050	61,375	17,961	261,026	13,523
Sundry balances	453,417	215,223	198,770	428,567	139,407	199,003	340,894	300,025	76,933
	$7,744,812	$10,246,786	$13,247,124	$17,013,549	$17,848,070	$19,336,084	$19,595,405	$19,975,961	$19,175,790

Kennebec and Portland Railroad.

This company was chartered April 1, 1846. The construction of the road was commenced in 1847, and completed in 1852. That section between the Atlantic and St. Lawrence Railroad, at Yarmouth, and the city of Bath, was opened July 4, 1849; from Brunswick to Gardiner, in December, 1851, and Augusta in the January following. The Yarmouth Extension, between Yarmouth and Portland, 13 miles, was constructed in 1850-'51. The road enters Portland on the west side of the city, and there connects with the Portland, Saco and Portsmouth Railroad, with a similar gauge. The length of the roads is as followa:

Main line, Portland to Augusta	63.00 miles.
Branch line, Brunswick to Bath	9.50 "
Total	72.50 miles.

The capital stock authorized was $1,402,400, of which $1,287,779 has been paid in, viz:

Yarmouth Extension 6 per cent. stock	$202,400
Preferred stock	247,000
New preferred stock	125,600
Common stock	712,779

The Yarmouth Extension stock constitutes a first lien on the Yarmouth section of the road. It was originally a 10 per cent. stock, but was reduced by agreement to 6 per cent. stock. Dividends payable semi-annually 1st April and 1st October. As the road is in the hands of trustees under the mortgages, and as no dividends have ever been paid, except on the Yarmouth stock, a description of the different classes of preferred stock is not regarded as necessary. The funded debt of the company, amounting to $1,280,000, is thus described:

First mortgage 6 per cent. coupon bonds, $800,000, issued in favor of certain cities and towns in exchange and as security for their bonds of like amount and tenor, issued and sold by the railroad company, viz: to the city of Augusta, $200,000; to the city of Bath, $200,000; to the city of Gardiner, $150,000; to the town of Hallowell, $100,000; to the town of Brunswick, $75,000; to the town of Topsham, $30,000. The balance was made to private parties, the towns of Bowdoinham and Richmond declining to make an issue of heir bonds as authorized, to the amount of $45,000. The company undertook to pay the city and town bonds at maturity, with the interest on the same. Both classes are dated November 1, 1850, and are payable in twenty years from date. Interest is due semi-annually in Boston and has been paid by the company.

Second mortgage 6 per cent. coupon bonds, $230,000, dated October 15, 1851, payable in 10 years; interest semi-annually at Augusta. No interest has been paid since Oct. 15, 1855. On the 1st of September, 1857, the trustees under this mortgage took possession of the road, and operated it from that time to the close of the fiscal year, August 31, 1860.

On the first of September, 1860, the trustees (who are the same persons for both classes of bonds,) commeneed running the road on behalf of the first mortgage bondholders.

Third mortgage 6 per cent. coupon bonds $250,000 dated Oct. 15, 1852, payable in 10 years; interest semi-annually at Augusta. No interest has been paid since Oct. 15, 1855.

Sinking fund, $111,581. The act authorizing the issue of the city and town bonds provided for a sinking fund to be created as follows: the company to pay to the same a sum equal to two per cent. on the amount of bonds issued; to pay at the rate of one per cent. on their amount for five years, and thereafter at the rate of one and a-half per cent. The payments to the fund were made as required up to 1855, since which no additions have been made except from the interest on the sum invested, and $2,000 of the per centage due for 1859. The investment of this fund on the 31st of July, 1861, was as follows: In scrip of the cities of Augusta, Gardiner, Hallowell, the towns of Brunswick and Topsham, the State of Maine, and the United States, $79,600; in Yarmouth stock bonds, $31,600; cash in hands of trustees, $331.

At the date of the last Balance sheet published, Sept. 30, 1856, the cost of road, equipment, etc., amounted to $2,871,264—since which time no change has been made except accumulations of interest.

The income account for the years ending Aug. 31, 1859, 1860, and 1861, is as follows:

Receipts:	1859.	1860.	1861.
From passengers..	$85,541	$86,994	$84,783
" freight	54,921	57,627	63,721
Somerset & Kennebec Railroad ...	14,566	15,050	13,591
Mails, etc.	9,488	9,499	10,018
	$164,516	$169,170	$172,113
Expenditures:	1859.	1860.	1861.
Working expenses.	$82,821	$83,120	$80,626
City and town coupons.....	48,000	48,000	48,000
Yarmouth divid'ds,	12,144	12,144	12,144
Rents.....	.....	168	207
Excess of earnings,	21,551	25,738	31,136
	$164,516	$169,170	$172,113
Passengers carried,	110,479	113,547	105,222
Tons of freight ...	27,639	30,674	33,174
Miles run	.....	148,452	139,953

The available assets in the hands of the trustees amount to $83,438—of which $5,013 was excess of earnings in 1857-'8; $21,551 in 1858-'9; $25,738 in 1859-60; and $31,136 in 1860-'61.

The following is a statement of the cost, earnings, expenses, etc., from 1851 to 1861 inclusive:

	Cost of road, etc.	Mileage.	Gross earnings.	Working expenses.	Earnings less expenses.
	$		$	$	$
1851..	1,742,370	60.0	67,067	30,000	37,067
1852..	2,181,000	72.5	122,291	50,000	72,291
1853..	2,514,067	72.5	168,113	67,561	100,552
1854..	2,605,365	72.5	208,568	94,499	114,069
1855..	2,766,677	72.5	228,566	114,104	114,462
1856..	2,871,264	72.5	204,367	138.747	65,620
1857..	2,871,264	72.5	219,886	147,706	72,180
1858..	2,871,264	72.5	165,074	94,328	70,746
1859..	2,871,264	72.5	164,516	82,821	81,695
1860..	2,871,264	72.5	169,170	83,288	85,882
1861..	2,871,264	72.5	172,113	80,883	86,231

The above is for eleven years, during which time the gross earnings have been $1,889,731, an average of $171,193. The operating expenses during the same time have been $983,927, an average of $89,449. The balance remaining applicable to interest and dividends has been $900,795, averaging yearly $81,981. The yearly interest upon the 1st mortgage bonds is $48,000; upon the Yarmouth Extension stock, $12,144; upon the 2d mortgage bonds $13,800; and upon the 3d mortgage bonds $15,000—making a total of $88,944.

The office of the company is at Augusta, Me.

The officers are:

President—ALLAN LAMBARD.
Treasurer—J. S. CUSHING.
Superintendent—B. H. CUSHMAN.
Trustees—JOS. MCKEEN, JOHN PATTEN, M. S. HAGAR.

Pittsburg, Fort Wayne and Chicago R. R.

We give below the several notices of the Receiver, Trustees, and General Superintendent, in reference to the sale and transfer of the road and its appurtenances:

PITTSBURG, FORT WAYNE AND CHICAGO RAILROAD CO., CHICAGO, Nov. 1, 1861.

NOTICE.

Whereas, in pursuance of a decree of foreclosure issued by the United States Circuit Court for the Northern district of Ohio, a sale was made of the Pittsburg, Fort Wayne and Chicago Railroad, its franchises, property and effects, on the 24th of October, 1861, to James F. D. Lanier, J. Edgar Thomson, Samuel J. Tilden, Samuel Hanna and Louis H. Meyer, purchasers thereof. Now, therefore, be it known, and notice is hereby given by the undersigned, receiver of said Pittsburg, Fort Wayne and Chicago Railroad Company, to all persons employed on or about said railroad, and to all persons having business or other connections therewith,

That in pursuance of an order of the United States Circuit Court for the Northern district of Ohio aforesaid, I have this day delivered to J. F. D. Lanier and others, purchasers of said railroad as aforesaid, the said railroad, with all its appurtenances, machinery, rolling stock, fuel and material, together with all its property and effects, whether real, personal or mixed.

All persons now or heretofore employed by the undersigned, as receiver aforesaid, in connection with said railroad, are hereby discharged from further service for account of said receiver, except the auditor and treasurer having charge of the unsettled accounts and balances due the receiver, which they will proceed to collect for account of the undersigned. WM. B. OGDEN,

Receiver of the Pittsburg, Fort Wayne and Chicago Railroad Company.

OFFICE OF TRUSTEES PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY, PITTSBURG, Nov. 1, 1861.

Having purchased the Pittsburg, Fort Wayne and Chicago Railroad, with all its equipments, materials on hand of every kind, and appurtenances of description, we have this day been placed in possession of the same by the receiver, and will on and from this date operate the same as the Pittsburg, Fort Wayne and Chicago Railway.

J. F. D. LANIER, SAMUEL HANNA, LOUIS H. MEYER, J. EDGAR THOMSON, SAMUEL J. TILDEN, } Trustees.

OFFICE OF TRUSTEES PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY, PITTSBURG, Nov. 1, 1861.

The receiver having this day passed the Pittsburg, Fort Wayne and Chicago Railroad into the possession of J. F. D. Lanier, J. Edgar Thomson, Samuel Hanna, Samuel J. Tilden and Louis H. Meyer, trustees, I assume charge of the same on their behalf.

All persons now employed in or about said road, not otherwise notified, will until further notice be retained in their respective positions.

G. W. CASS, General Superintendent,
P., F. W. & C. Railway.

About 500 freight cars are now in course of construction at the Illinois Central shops. These are principally intended for grain transportation

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* —) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,120	114,894	3,481,791	4,717,497	858,467	12,447,353	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	260	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	78.0	323,491	712,876	364,136	14	135
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,963	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	—
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	.....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,286,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	238.8	.....	.....	388,853	13	.....
30 Sep. '50	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	.....	65½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	884,656	139,822	—	.....
Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	52½
10 Nov. '58	83.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	662,260	.....	69½
31 May, '61	175.0	—	.....	—	...	...	.....	Great Western	0 6,208	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	62½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	—
.. .. ..	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,589	2,200,000	—	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,616	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	—	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	103.0	.....	368,189	182,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,902,692	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	.....	—	23	—	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	—	.....	—	—	—	—	—	—
31 Jun. '58	38.5	—	.....	101.8	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,196,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	86
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	.....	—	}	12	165	{ Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—	}			{ Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	768,774	.....	—	—
Aug. '60	53.7	—	—	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	188,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	43
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	16½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,848,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	105
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	104
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	104½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	79
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	60
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	97½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	658,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	28.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	—	8.4	24,428	15,891	—	—	—
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	99
30 Nov. '60	13.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	106
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.5	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,381,352	888,254	—	108½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
				183.0				*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	19½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	----
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	----
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,016,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.0	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	51
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,796	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	95
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '59	53.6	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,900	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	----
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,000	600,000	713	1,740,715	18.7	6 mo.	236,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	ope	r. by Re	ne. & S	arat.	—	----
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	----------	2,389,559	ope	r by W	estern.	----------	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	----
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	----------	470,000	14.8	22,712	34,310	19,856	—	----
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	----
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,256	335,870	—	1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	----
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	880,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	----
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	----
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	----------	450,000	ope	r. by Er	ie.	24,000	6	----
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	----------	500,000	ope	r. by Er	ie.	30,000	6	----
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	----------	175,000	17.3	46,981	—	—	6	----
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	----------	150.0	967,065	2,047,145	778,121	—	10
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	79½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,400	—	32½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,100	6,055,752	----------	----------	152.9	----------	1,142,551	433,716	—	13
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,546	—	----
30 Sep. '60	99.0	—	----	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	----------	1,000,000	ope	r. by Ce	ntral.	----------	—	----
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	----------	4,577,000	121.8	395,128	458,912	153,080	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	----------	35.9	69,750	119,666	64,758	8	----
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottedam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	----------	75.4	79,240	80,611	37,436	—	----
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	----------	59.2	119,325	269,353	131,525	6	----
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	----------	ope	r. by B.	N. Y. &	E. 22,047	—	----
30 Sep. '60	18.0	—	1.0	—	—	—	1	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	----
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	----------	----------	ope	r. by Ren	s. & Sar.	----------	5	----
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	----------	47.3	114,731	175,804	60,113	—	----
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	----------	13.0	----------	15,720	11,800	—	----
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,158	121,065	----------	81.0	191,579	227,488	139,817	—	----
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	----------	112.0	280,643	312,066	160,237	—	----
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	----------	----------	ope	r. b. Hud	s. River.	----------	6	----
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	----------	----------	ope	r. by oth	er Co's.	----------	—	----
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	----------	—	—	—	—	—	----
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	----------	96.7	212,235	351,167	178,067	10	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	35,572	—	----
-- -- '58	223.6	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	----------	----------	223.0	----------	----------	----------	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58					----	----	----	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------	----------	----------	----------	----------	----------	----------
31 Dec. '59	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,613	1,267,678	64,251	3,565,956	118.2	----------	286,368	81,506	—	----
1 Aug. '59	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	----------	597,633	71,356	—	----
31 Mar. '61	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	----------	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	25
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----
31 Dec. '60	135.4	5.8	----	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	----------	655,162	1,085,799	580,671	10	97½
31 Dec. '60	67.0	—	----	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	228,003	—	80
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	----------	----------	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	----	—	42	--	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,461,102	263.5	646,413	772,093	332,093	4	11½
31 May '61	109.2	79.4	----	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	----------	919,971	493,956	—	36½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,674,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,196,762	2,521,700	360,824	5,241,812	144.0	----------	375,002	212,107	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	----------	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,638	422,658	----------	----------	16.0	40,064	64,000	33,000	—	----
31 Dec. '60	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,667	45.0	----------	152,328	43,865	—	----
-- -- '59	36.0	—	----	84.0	—	—	----	Fremont and Indiana	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
31 Aug. '58	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	60,901	63,141	13,573	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,955	----------	13.0	24,000	31,126	10,466	—	----
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	765,817	438,857	2,961,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	80
31 Dec. '58	173.8	21.6	----	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	856,732	374,198	45,452	—	----
30 Apr. '61	192.8	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,080	18,794,721	192.3	----------	898,818	160,943	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '61	153.9	52.0	----	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,000	2,613,384	140,906	5,523,135	206.9	452,635	450,245	58,589	—	----
31 Dec. '60	118.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	----------	185,934	34,167	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	468,975	500,000	100,000	----------	55.6	70,000	110,200	58,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	----------	----------	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	----------	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
31 Aug. '60	243.0	—	----	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	----------	861,722	373,772	—	----
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	----------	378,455	62,624	----------	----------	45.0	61,634	94,342	45,161	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,006	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	----------	1,412,900	20.5	----------	311,291	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	----------	----------	146.0	----------	----------	----------	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,658	52.5	----------	182,673	116,822	8	----
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,847	202.0	----------	2,191,336	1,316,688	6	72
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	----------	----------	600,000	400,000	----------	1,000,000	ope	r. b. Buf.	& S. L.	----------	10	----
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	----------	----------	1,087,100	661,000	----------	1,883,343	55.5	----------	436,237	163,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	----------	----------	1,809,563	32.8	----------	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	----------	116,200	67,600	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	----------	----------	45.7	183,500	679,908	342,039	5	49½
30 Nov. '59	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	----------	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,950	3,413,871	303 927	9,863,832	----------	----------	[713,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,538	----------	2,800,000	----------	----------	2,991,150	72.3	----------	556,192	379,976	10	49½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	----------	3,156,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,990	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,121	423.0	3,476,512	5,932,701	2,296,402	—	40
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	----------	250,000	50,000	----------	----------	20.0	----------	1,637	----------	—	----
30 Sep. '59	17.0	7.0	----	—	16	—	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	----------	1,208,500	374,800	104,729	1,742,833	24.0	----------	258,667	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	----------	24,353,896	151.4	----------	3,312,546	1,625,985	—	17½
31 Dec. '59	28.0	—	----	—	—	—	—	Philadelphia and Trenton	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,300,000	*	----------	5,000,000	2,300,000	----------	----------	200.5	46,477	1,234,597	471,712	6½	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.6	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.6	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	...	.....	.....	.....	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Sep. '59	9.2	15.3	14.9	—	...	...	....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	...	.....	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	...	...	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	----
30 Nov. '59	29.6	6.6	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	----
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
— — '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,789	324,161	—	1,429,008	1,145,000	246,546	2,919,554	164.5	.....	341,190	125,871	—	----
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	...	.....	1,499,636	701,943	7	----
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859	'	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	8,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	...	.....	.....	.....	—	----
1859	100.0	—	80.6	55.8	...	...	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	...	.....	.....	.....	—	----
1859	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859	.....	.....	.....	.....	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56 0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	.....	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— — '59	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	...	...	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,960	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	....	122.1	...	...	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	...	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	108.5	—	....	—	8	...	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,760	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	328	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,852,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	----
25 Mar. '59	199.8	—	....	—	...	...	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	----
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '60	191.9	42.5	28.3	—	...	...	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	21
— — '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
10 May, '61	104.0	—	....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	221,850	68,438	—	----
— — '58	10.0	—	....	55.0	...	...	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 July '59	158.5	—	....	—	26	24	341	Buffalo and Lake Huron	2,884,987	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	----
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
— — '59	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	----
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108.0	193,683	116,225	41,985	—	----
30 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	----
								NEW GRANADA.													
.. Dec. '60	48.7	—	....	—	...	...	—	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	12	118

New York Stock Exchange.

Sale Prices for the week ending Nov. 6, 1861.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871	84	84	....	86	84½	84½
U. S. 5s, 1874	84	84½	84½	....	84	84½
U. S. 5s, 1865	88	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	94	94	94	93½
U. S. 6s, 1881, cou.	94	....	94½	94½	94½	94½
U. S. 6s, 1862	....	....	....	....	....	96½
U. S. 6s, 1867	92½	....	....	....	....	....
U. S. 6s, 1868	....	....	....	....	....	....
Treas. 12 p. c. notes	....	....	....	....	....	....
" 6 " 2 years	....	....	....	....	....	....
STATE STOCKS:—						
California 7s	81½	81½	81½	....	....	81½
Georgia 6s	....	....	....	....	....	....
Illinois 6s	....	....	....	....	....	82
" Canal bonds	....	....	....	....	....	....
Indiana 5s	....	....	....	....	....	79
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	59	59½	....	....	59½	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	82½	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	44½	44½	44½	44½	43½	43½
Do. iss. to H.& St.J.R.	48½	....	....	....	48	....
New York 6s, 1872	....	....	....	....	....	....
North Carolina 6s	....	....	....	....	....	59
South Carolina 6s	51	....	....	....	....	....
Ohio 6s	....	....	....	....	90½	....
Tennessee 6s, 1890	42½	....	....	42	42½	42
Virginia 6s	47	....	47½	....	47	47
RAILROAD SHARES:—						
Buffalo & State Line	....	....	110	....	....	....
Chicago, Burl. and Q.	62½	63½	63½	....	64½	65½
Chicago and Rock Isl.	51½	51½	51½	51½	52	52½
Clev., Col. and Cin.	98½	99	....	96	....	97½
Clev. and Pittsburg	11	11½	....	....	....	....
Clev. and Toledo	36½	37	36½	36½	36½	36½
Del., Lack. and West	....	....	....	....	....	....
Galena and Chicago	70½	70½	....	70½	69½	69½
Hudson River	38½	40½	40	40½	40	40
Illinois Central (scrip)	65	64½	62½	63	62½	62½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	49½	48½	48½	48½	48½	49½
M. S. and N. I. guar'd,	39½	40	....	39½	39	39½
M. S. and N. I.	19	19½	19	18½	19	19½
Mil. and P. du Chien	18½	19	20	....	20½	21
M. and P. du C. 1st pref.	....	....	....	....	....	....
M. and P. du C. 2d pref.	....	....	....	....	....	....
New Jersey	....	114	....	115	....	....
New Jersey Central	....	....	....	....	114	....
New York Central	79½	79½	78½	79½	79	79½
Erie	34½	34½	34	34	33½	32½
Erie pref.	54½	56½	56	57½	57	57½
Erie Assessment Scrip	....	....	....	....	....	....
N. York and Harlem	13	13½	13	13	12½	13
N. Y. and H. "pref."	33	33½	33½	....	....	32½
Panama	....	....	....	....	118	118
Phila. and Reading	35½	33½	35½	35	....	35½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	39½	....	39½	39½	39½	....
" " 2d M.	....	....	....	13½	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	76½	....	76½	76½	....	....
Chi., Bur. and Q. 8 p.c.	....	....	....	....	....	....
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D.L.&W. 1M. 8p.c. '71-5	....	....	....	....	....	....
" 2M. 8p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1M. 8p.c. '63	....	....	....	....	99	....
" 2M. 8p.c. '75	....	....	....	95	....	95
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7p.c. '69	....	....	....	....	....	....
" 2M. 7p.c. '60	....	....	....	....	....	....
" 3M. 7p.c. '75	....	....	....	....	....	....
" sink. fund	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	88½	....	....	88½	....	88
" " 6p.c. '75	88½	88	....	88½	....	88
L. Erie & Wab. 1 M.	70	70½	71	71	....	....
" " 2 M.	....	....	41	42	....	42
La Crosse & Mil. L. G.	11	12	....	....	....	....
Mil. and P. du C. 1st M.	81½	....	....	....	....	....
Mich. Cen. S.F. 8 p.c. '82	....	....	....	....	92	....
" conv. 8p.c. '69	95	....	....	....	94½	....
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	60	60½
" " S. F.	....	....	....	....	78	....
M.S.& N.I. 1 M. S.F.	....	....	....	....	....	....
" 2 M. 8p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y.C. 6p.c. certif. '83	....	....	90x	....	90	....
" 1 M. 7 p.c. '64	....	....	....	....	....	....
" bonds 1870	....	....	....	....	100	....
N.Y.& E. 1 M. 7 p.c. '67	....	....	....	....	102	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	85	....	86½	87	85½	86
" 4 M. 7 p.c. '80	78	76½	....	77	76½	....
" 5 M. 7 p.c. '83	....	71	75	....	....	....
" conv. 7p.c. '62	....	....	....	....	....	....
" " 7p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H. 1 M. 7p.c. '73	99	....	....	94	99½	....
" 2 M. 7p.c. '64	....	....	....	....	....	....
" 3 M. 7p.c. '67	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hnd. Canal	84	....	84	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	96	96½	96½	97½	98	100

The following are the closing prices in the London Market on the 25th October:

United States 5s, 1874	74½	to	75½
Virginia 6s	46	"	48
Erie shares, ex assessment scrip	26	"	27
Erie shares, 7 per cent. preference	43½	"	44½
Erie shares, assessment scrip	1¾	"	2¼
Illinois Central 6s, 1875 x. c.	77	"	79
Illinois Central 7s, 1875	79½	"	80½
Illinois Central $100 shares, $80 paid, dis.	38	"	37
Illinois Central, all paid	61	"	63
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882 . x.c.	83	"	85
Michigan South. and North. Indiana 7s, 1885.	65	"	70
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	--	"	--
New York Central $100 shares	69½	"	70½
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	88	"	90
New York and Erie, 3d mort., '83, assented	76	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	--	"	--
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, November 9, 1861.

Share and Money Market.

The share market the past week has shown considerable fluctuation, but prices at the close were very nearly the same as at the commencement of the week. The public mind has been occupied in watching political and military events, and in the absence of any startling news, the market has been nervously sensitive without any great change in prices. Favorable intelligence would probably lead to a large improvement. The general aspect of affairs is not unfavorable. Money is mote active, but is still sufficiently abundant for all business wants. The movement of produce still continues on a very large scale. Both railroads and canals are taxed to their utmost capacity. The season thus far has been favorable for Lake navigation. The foreign demand is still very large, at prices that bid fair to give our railroads all they can do through the winter season. The tonnage of our public works at the present time is enormous, and those resting upon tide-water will, probably, show earnings for October greater than for any previous month. The prospect for November is equally fair.

We give elsewhere a statement of the affairs of the Pacific Mail Steamship Company, showing that since 1856, including one bad year of sharp competition, the company have averaged 22 per cent. dividends per annum, which is a remarkable result for a stock which has ranged in market value from 60 to 98. As the business of the company is now very prosperous, and all danger of competition removed, there appears to be no reason to boubt that this average of dividends will be sustained.

The Rockport extension of the Gloucester branch of the Eastern, Mass., Railroad, about 4 miles in length, was formally opened on the 4th inst. The Gloucester Branch, 13 miles in length, leaves the main line at Beverly, 18 miles beyond Boston. The whole length of the branch is therefore about 17 miles, and the distance from Boston to Rockport about 35 miles. The Eastern Railroad Company have taken a lease of the new road for five years. It was begun Oct. 1. 1860, and completed on the 17th ult. Its cost was $83,000, of which sum the town of Rockport appropriated $50,000. To the President of the new road, Newell Giles, Esq., much praise is awarded for the unceasing interest shown by him to the enterprise from the beginning. The road was built by E. Gilmore & Co.

The question having arisen to whether the holders of 7.30 per cent. Treasury notes have the right to demand their conversion into stock, the following correspondence took place, which settles the point:

New York, October 29, 1861.

Hon. S. P. Chase, Secretary of the Treasury:

Sir: Will you have the goodness to inform us whether the holder of 7 3-10 Treasury notes has the privilege of exchanging them for twenty years six per cent. bonds at any time before the maturity of said notes? The supplementary act says the Secretary may issue said bonds, but the question arises as to whether he has the option, or whether the holder of the notes has the right to demand the exchange at any time.

With much respect, your obendient servants,
WILLIAM & JOHN O'BRIEN.

TREASURY DEPARTMENT, Nov. 2, 1861.

Gentlemen: Your letter of the 29th ult. is received. The act of Congress to which you refer does not in express terms give the holders of the three years bonds the right to demand their exchange at any time before their maturity for 6 per cent. bonds running twenty years, but it authorizes the Secretary of the Treasury to make such exchange, and this authority is regarded by this Department as entitling the holders to the option of making such exchange.

Very respectfully, your obedient servant,
GEO. HARRINGTON,
Acting Secretary of the Treasury.

Messrs. Wm. & John O'Brien, New York.

The contractors for the building of the Chesnut Street Bridge, Philadelphia, are pushing forward their work with efficiency. The superstructure of this bridge will be of iron, but without any covering overhead. The arches will extend a long distance on Chesnut street, and the time to be consumed in the construction is estimated at eighteen months.

The Peru and Indianapolis Railroad will be sold in Indianapolis on the 11th of January next, upon the application of holders of the first mortgage bonds.

The Chicago and Northwestern Railroad Company have just completed a bridge across the Fox River, Fond du Lac, 500 ft. long, thus completing a continuous route from Chicago, to Appleton, Wis.

The Three Rivers and Arthabaska Railroad was completed to Acton Station about 19 miles from Three Rivers, several weeks since, and an excursion train passed over it to that point. The remainder of the road to Arthabaska, about 8 miles, is to be finished by the 15th inst.

We learn that the appointment of President and General Superintendent of the Ohio and Mississippi Railroad, has been tendered to Wm. J. McAlpine, a well-known engineer and Railroad Manager.

W. C. Stephens, formerly Secretary of the Great Westery Railway, has been appointed to the same position on the Detroit and Milwaukee Railroad.

Alex. McNab, Esq., of Hamilton, C. W., for many years connected with the Engineer staff of the Great Western Railway, has been appointed, by the Imperial Government, Surveyor of the Public Works in the Island of Grenada, West Indies.

The New York Central Railroad is doing an immense business in the transportation of freight.

The company have found it necessary to largely increase their facilities in the way of cars, locomotives, &c., and Eaton, Gilbert & Co., are filling an order for one hundred freight cars. A signal telegraph has recently been erected by the Superintendent on Green Island, for the guidance of the employees on the road.

Pacific Mail Steamship Company.

The condition of this Company on the 1st of May, 1861, was as follows:

Assets.	
Cash and investments	$1,210,508
Invested in coal	381,953
Outfit and supplies at Panama & S. Francisco	170,822
Twelve steamships	1,618,620
Stock in N. A. St'bt Co.	221,666
Store ship, scows & boats	67,117
Machinery at Benicia	81,000
Real estate.	434,328
Miscellaneous	15,269
	$4,201,283
Liabilities.	
Share capital	$4,000,000
Surplus	201,283
	$4,201,283

The following is a statement of the amount and rate of dividends paid since, and including, 1856. The statement includes the whole period since the management of the company passed out of the hands of Messrs. Howland & Aspinwall.

Date of Payment.	Rate.	Amount.
May 7, 1856	10	$366,100
Nov. 5, "	15	550,150
May 5, 1857	10	366,100
July 15, "	10	366,100
Nov. 11, "	10	366,100
May 12, 1858	10	366,100
Aug. 6, "	6	219,660
Jan. 6, 1859	10	366,100
May 16, 1859	10	366,100
April 30, 1860	10	400,000
Nov. 7, "	10	400,000
May 22, 1861	5	200,000
Aug. 21, "	5	200,000
	121	$4,532,510

The rate of dividends paid have averaged 22 per cent. For the first four and a half years they equalled the entire investment of the company; in five and a half years 121 per cent. Notwithstanding the high rate paid, the excess of net earnings over dividends have enabled the company to accumulate a cash reserve amounting, on the first day of May last, to $1,210,508. The company had other property outside its steamships valued at $1,351,156, which, added to cash on hand, made an aggregate of $2,582,603, against $1,618,620 for steamships. The plant of the company, upon which it depends for its income, now represents only about 40 per cent. of its capital. The estimated value of its steamers on the books of the company is steadily diminishing, with a corresponding increase of the cash reserve. It is the policy of the company to add regularly to this to keep pace with the depreciation of its perishable property, the steamers, and to maintain the capital of the company unimpaired. This is about the first instance we know in which a transportation company has made any considerable progress in charging off the cost, at the same time maintaining in full efficiency its means or machinery for business.

We are unable to give the present condition of the company, but it is believed to be more favorable than at any previous period. Its earnings are very large. The freight offered, going North, is equal to the full capacity of its ships. All opposition has been quieted by a union of the competing interests. The steamers of the North Atlantic Steamship Company, in which the Pacific Mail Company is interested to the amount of four-ninths, the Baltic and Atlantic, are under charter, at remunerating rates, to the United States government. No materials exist for a competing line, should one be proposed. The company, consequently, never had a better prospect before it, and was never on so firm a foundation. The regularity and amounts of its dividends show it to have been an investment scarcely to be excelled. The company will, in a very few days, pay a dividend, having, within the present year, adopted the policy of making them quarterly instead of semi-annually. Its ships are in good condition, and are running with great success. The following is a list of those now owned by it:

Steamer Golden Gate.	Steamer Orizaba.
" Golden Age.	" California.
" Sonora.	" Oregon.
" St. Louis.	" Toboga.
" Uncle Sam.	" Constitution.

In addition the company own four-ninths of the Baltic and Atlantic.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of November 6, were as follows:

London—60 days' sight	107¼ per cent.
London—3 days' sight	108¼ "
Paris—60 days' sight, per dollar	5f. 33¾c.
Paris—3 days' sight, per dollar	5f. 28¾c.
Amsterdam—60 days' sight, per guilder	40 c.
Hamburg—60 days' sight, per marc banco	35⅜c.
Frankfort—60 days' sight, per florin	40⅜c.
Bremen—60 days' sight, per rix dollar	77⅝c.

Internal Commerce of the Country.

One result of the rebellion, the object of which was to secure the commercial independence of the South, has been not only to annihilate its commerce, but to show that it constituted so inconsiderable proportion of that of the whole country, that its loss will soon hardly be missed. Nearly all the products of the South entered into the channels of commerce, so that their value can be readily estimated. For the whole, $275,000,000 is a liberal estimate, of which cotton may be put down at $200,000,000. This, by itself, is a vast sum, but relatively to the commerce of the whole country, a very small one, as will be seen by a statement of that of the Northern States.

The State of New York is the only one in which freight on its public works is so classified that accurate estimates can be formed of its value. The following is a statement of the number of tons and value of the same moved on the railroads and canals of the state.

RAILROADS. Kinds of Freight.	Tons carried.	Val. p. T.	Total val.
Products of the forest	372,424	$20	$7,468,480
Do. of animals	895,519	200	179,103,800
Vegetable food	1,103,640	50	55,182,000
Other agricultural products	143,219	15	2,145,280
Manufactures	511,916	250	127,979,000
Merchandize	783,811	500	191,905,500
Other articles	930,240	10	9,302,440
Totals	4,741,773	$163	$773,096,500
CANALS.			
Products of the forest	1,509,977	$7	$10,654,710
Do. of animals	19,882	253	5,030,067
Vegetable food	1,659,158	30	49,710,838
Other agricultural products	3,714	29	1,098,072
Manufactures	268,759	30	8,113,177
Merchandize	250,360	337	84,250,428
Other articles	938,364	13	11,989,909
	4,650,214	$37	$170,849,198
Add tonnage of Railroads	4,741,773	163	773,096,500
Totals	9,391,987	$100	$943,945,698

The canal is almost exclusively used for the coarser kinds of freight; the railroad for the more valuable kinds. The value of the freight on railroads is made up from estimates of experienced forwarders. That on the canals from the manifests of shippers.

The number of tons carried on the railroads of Massachusetts for 1860 was 4,094,369, having an aggregate value of $667,382,147, adopting the value per ton estimated for the railroads of New York. The tonnage of the public works of the two States for the year was 13,486,351, having a value of $1,611,327,845. A sum eight times greater than the cotton crop, and six times greater than the products of all the Cotton States. But the commerce of the public works of the two states by no means embraces the whole that is carried on in them. In New York there is a vast commerce on the Hudson River and the lakes. to say nothing of the immense trade carried on in both over ordinary roads.

The length of the railroads of Massachusetts and New York, engaged in the transportation of freight, is 1,317 miles in the former, and 2,569 miles in the latter. The tons carried per mile in the former is 3,108, and in the latter 1,867; the average for the two states is 2,276 tons per mile. There are in the loyal states fully 23,000 miles of railroad in operation. If we estimate the tonnage for the whole to be one half that of the railroads of Massachusetts and New York, the aggregate tons moved on them is 26,174,000. At a valuation of $163 per ton, the aggregate value of their tonnage is $4,266,362,000. The tonnage of the canals probably exceeds 12,000,000, having a value, say of $30 per ton, or $360,000,000. The total tonnage of the public works of the North, consequently, is 38,174,000 tons, having a value of $4,626,362,000. The amount of the tonnage is unquestionably largely underrated. We are confident its value is not over-

stated. In bulk, it is *forty-five* times greater than the whole cotton crop. In value, twenty-three times greater.

Railroad Earnings--Monthly.

The earnings of the Galena and Chicago Railroad for October, 1861, were $220,146
October, 1860 252,108

Decrease $31,962

The earnings of the Chicago and Rock Island Railroad for October, 1861, were $147,168
Do., 1860 141,601

Increase $5,567

The earnings of the Cleveland and Toledo Railroad in October, 1861, were $96,434
Do., 1860 91,583

Increase $4,851

The earnings of the Michigan Central Railroad for October, 1861, were $307,332 80
Do., 1860 ..... 300,474 46

Increase $6,858 34

The earnings of the Hudson River Railroad for October, 1860, were $193,950 63
" 1861. ..... 173,260 89

Decrease $20,689 74

The earnings of the Toledo and Wabash Railroad for October, 1861, were $162,858
Do., 1860. 125,026

Increase $37,821

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending Oct. 26, were $93,941 68
Corresponding week, 1860 ..... 80,102 58

Increase in 1861 ..... $13,839 10
Total traffic from July 1st, 1861 ... $1,127,615 43
Corresponding period previous year. 1,125,289 03

Increase $2,326 40

The traffic of the Great Western Railway of Canada for the week ending Nov. 1, 1861, was as follows:

Passenger $18,557 16
Freight and live stock 37,293 89
Mails and sundries 1,350 49

Total $57,201 54
Corresponding week of last year 55,154 00

Increase $2,047 54

The earnings of the Cleveland and Toledo Railroad for nine days ending October 31, 1861, were $35,357
Do., 1860 31,751

Increase $3,606

The earnings of the Chicago and Rock Island road, the 4th week in Oct., '61, were $36,240
Do. 1860 32,796

Increase $3,444

The earnings of the Galena and Chicago Railroad the 4th week in Oct., 1861, were $64,261
Do., 1860 65,406

Decrease $1,145

The earnings of the Michigan Central Railroad, for the 4th week in Oct., 1861, were. $111,977 07
Do. 1860 ..... 100,881 41

Increase $11,095 66

The earnings of the St. Louis, Alton and Chicago Railroad for the 4th week in October, were:

	1861.	1860.
Passengers	$6,062 48	$7,909 16
Freight	16,666 37	12,151 70
Sundries	680 83	815 34
Total	$23,409 68	$20,876 20
Total this month to date	$94,526 86	$107,758 35
Total since Jan., 1st	849,132 49	799,953 09

Peoria and Oquawka Railroad.

A question of considerable importance in relation to railroad mortgages was decided on the 21st ult, in the United States Circuit Court at Chicago. before Judge Drummond, in a suit upon a mortgage on the Peoria and Oquawka Railroad. The Chicago *Journal* gives this report:

"A bill having been filed to foreclose the second mortgage upon all that part of the railroad of that company lying west of Peoria, and its appurtenances, revenues and income, after filing a cross bill and several amendments thereto, a petition was again filed for leave to file a further amended bill (cross and supplement) by the company, setting forth that the railroad of said company extended across the State to its east line, and was completed through and extending by its eastern connections to the Atlantic cities; and that upon the eastern portion of the road were other mortgages amounting to two million two hundred thousand dollars, which would be ruined and rendered worthless if the road west of Peoria could be sold separately, under the mortgage upon it; while if it could be kept together as one road, it would, as was alleged, earn money enough to pay the interest on all its mortgages and ultimately the principal debt, and also setting forth that the lessees of a part of the road, Moss, Harding & Co., were obligated to lessees to pay the interest upon the mortgage bonds by the terms of the agreement, and that interest had been paid, and that there were fraudulent and collusive arrangements between Moss, Harding & Co., and the Chicago, Burlington and Quincy Railroad Company to procure the sale and separation of the road west of Peoria from that east of that point, etc., etc., and praying a decree so shaped that the road mortgaged should not be sold separately except upon condition to protect the interests of the bondholders on lines east of Peoria in the preservation of the road as an uninterrupted and single line, and Moss & Company's interest should be first sold and the proceeds applied to pay the interest. His Honor Judge Drummond, after a very full discussion by the respective counsel, decided that for the purpose of enabling counsel fairly to raise the question in the Supreme Court, if they desired the allegation that the road was built to the east line of the State, and that it was mortgaged, as alleged, might be incorporated in the pleadings, but stating that the road, when sold, must be sold as mortgaged, and that no condition could, in his judgment, be inserted in the decree for the benefit of the eastern extension or the mortgagees thereof.

That the mortgagees took a mortgage of the road and of the franchises, at least to some extent, and took it, therefore, subject to such rights as the public might have in the operation and and management of the road—that when it should be sold it would be sold charged with the same rights, of course, but that those rights could not be defined by the Court now nor settled by a decree—that if the mortgage sale did not live up to and discharge those duties, whether to the public directly or the rest of the line, the matter would become a subject for the interposition of the proper courts of equity or law, as the case might be at the time when any question of that nature might arise. On these points he stated his judgment to be very firm.

He held also that no proof was admissible to show that the road, if well managed and under one management, would earn money enough to pay the interest or principal of its debts. That was a matter susceptible of no satisfactory proof, and was not pertinent to the merits of the case, and that if in future it could possibly be the case that the road would turn out to be prosperous, it could be no answer to the claim of its creditors now.

He therefore ordered that only so much of the allegations as related to the construction of the road to the east line of the State and the mortgages thereon, and as related to the payment of the interest since the filing of the original cross-bill, and as related to the earlier filing or asking to file the amendment, only to be allowed to go on file, and that all the other allegations be struck out after the proposed amended bill.

This is the first case of a mortgage of a part of a railroad that has ever come before the courts, though it is understood that there may be many such in this State."

Foreign Dry Goods Trade.

The movement at this port still shows a rapid curtailment of imports. The result at the end of the year will probably fully justify the estimates previously made, putting the total importations at one half those for 1860.

Imports of Foreign Dry Goods at New York for October:

	1859.	1860.	1861.
Manufactures of Wool	$1,421,850	$1,482,145	$1,032,389
" of Cotton	774,620	492,349	125,168
" of Silk	1,155,513	1,769,238	315,563
" of Flax	625,838	415,214	207,344
Miscellaneous Dry Goods	241,175	474,404	41,209
Total entered for consump.	$4,218,996	$4,613,350	$1,721,673
Total warehouse entries	$193,797	$714,557	$249,568
Total entered at the port	$4,712,793	$5,327,907	$1,971,541
Total withdrawn from ware'se	$302,031	$349,123	$956,199
Total entered for consumption	$91,722,189	$82,420,885	$22,428,373

Imports of Foreign Dry Goods at New York for ten months from January 1st:

	1859.	1860.	1861.
Manufactures of Wool	$29,707,207	$27,831,977	$8,269,143
" of Cotton	19,640,906	13,135,436	2,969,667
" of Silk	25,631,919	30,319,913	7,635,873
" of Flax	8,715,678	5,843,824	1,724,893
Miscellaneous Dry Goods	4,936,479	5,289,738	1,779,797
Total entered for consumption	$88,632,189	$82,420,885	$22,428,373
Total entered at the port	$95,220,750	$90,419,823	$39,125,544

Withdrawn from Warehouse:	1859.	1860.	1861.
Manufactures of Wool	$2,725,693	$3,092,943	$5,905,498
" of Cotton	1,462,826	2,209,959	3,879,357
" of Silk	824,846	1,462,187	4,581,305
" of Flax	918,553	772,377	1,665,965
Miscellaneous Dry Goods	383,982	530,839	715,281
Total withdrawn from ware'se	$6,316,105	$8,148,305	$16,747,406
Add entered for consumption	91,722,189	82,420,885	22,428,373
Total thrown on the market	$98,038,294	$90,569,190	$39,175,779

Entered for warehousing:

	1859.	1860.	1861.
Manufactures of Wool	$3,040,185	$3,233,113	$5,636,699
" of Cotton	1,383,908	2,339,063	3,806,670
" of Silk	797,544	1,376,869	4,986,960
" of Flax	800,296	476,452	1,396,675
Miscellaneous Dry Goods	436,628	553,431	870,978
Total entered for warehousing	$6,448,561	$7,995,938	$16,697,171
Add entered for consumption	91,772,189	82,420,885	22,428,373
Total entered at the port	$98,220,750	$90,419,823	$39,125,544

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	82
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	103½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	92½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	92½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1rt Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	39½
2d Mortgage	2,000,000	7	------	13½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	369,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	76½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	90
1st Mortgage (E. Extension)	1,500,000	---	1875	90
2d Mortgage	2,600,000	---	1881	87
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62–'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	160,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62–'63	99
1st Mortgage (S. F.) Coupon	1,571,000	7	1868	99
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	105
2d Mortgage	2,000,000	7	1860	96
3d Mortgage	1,840,000	7	1875	77
Convertible	1,002,000	7	1867	68
Illinois Central:				
Optional Right Scrip	38,000	7	1868	68½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	66
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,509,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11
2d Land Grant (Western Div.)	353,600	†	------	11
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7		----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period s

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	94½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	92
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	80
Northern Indiana, 1st	985,000	7	1861	82½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	78
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	78
2d General Mortgage	2,465,000	7	1877	60½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	----	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	----	------	----
Chat. and Clev. Subsc. (endors.)	231,000	----	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	----	1869	----
New Jersey:				
Company's (various)	711,000	----	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	100
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	7,745,000	6	1883	90
Real Estate	221,000	6	1883	90
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	102
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	86
4th Mortgage (convertible)	3,729,000	7	1880	76
5th Mortgage	1,277,000	7	1883	72½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	9
2d Mortgage	1,000,000	7	1864	9
3d Mortgage	862,300	7	1867	7
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	----	------	----
2d Mortgage	224,500	----	------	----
Real Estate	35,910	----	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	----	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	82
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	----	------	----
Loan of 1842	100,000	----	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	88
Mortgage	3,103,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	70½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	----	------	----
Alleghany Co. "	750,000	----	------	----
Counellsville "	100,000	----	------	----
Mc'Keesport "	100,000	----	------	----
Baltimore Loan	1,000,000	----	1886	----
Cumberland Subscription	200,000	----	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	----	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	751,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	----	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Conpon	159,000	----	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	----	------	----
South-Western (Ga.):				
1st Mortgage	631,000	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	----	------	----
2d Mortgage	450,000	----	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	----	------	----
St. Louis City Subscription	500,000	----	------	----
St. Louis County Subscription	1,000,000	----	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	70
2d Mortgage (convertible)	2,000,000	7†	'68–'70	31½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1889	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	----	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	71
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	42
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	86
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

The Hoosac Tunnel.--Governor Andrew's Decision.

THE MASSACHUSETTS LOAN TO THE TROY AND GREENFIELD RAILROAD COMPANY: DUTY OF COMPANY BEFORE BEING ENTITLED TO THE STATE SCRIP: PROVINCE OF THE STATE ENGINEER: CHARACTER OF THE ROAD TO BE BUILT: SECURITY OF THE STATE.

We have before us the very able decision of Governor Andrew of Massachusetts, relative to the State loan to the Troy and Greenfield Railroad Company, in order to enable them to cut a tunnel through the Hoosac Mountain. This enterprise, like many other great enterprises of doubtful issue, has received most of its support from the State authorities. The grandeur of the achievement, however great, would not sell the stock in market, or add one per cent. to its value, and hence the assistance of government was sought by those at the head of the enterprise; and in 1860 a law was passed by the Massachusetts Legislature, authorizing a loan of $650,000, in state credit or scrip to enable the company to construct the tunnel. The terms and conditions of the loan will be understood by the following section of the statute:

SECTION 3. The governor and council shall annually appoint a State engineer for the purpose of examining and determining monthly the amount and value of the work done and materials delivered on the railroad and tunnel of the Troy and Greenfield Railroad Company, who shall receive an annual salary of one thousand dollars, payable quarterly. The State engineer shall forthwith fix permanent marks in each end of the Hoosac Tunnel, marking the progress of the work up to February twenty-fourth, eighteen hundred and sixty, from which to determine the progress subsequently made. He shall also determine by suitable notes, marks, or observations, the amount and value of all grading, bridging, masonry or other work done, or iron or other materials delivered, on the road east of the Hoosac Tunnel prior to December twenty-second, eighteen hundred and fifty-nine, and fix data from which to determine the value of any work or materials delivered subsequent to the date last named. He shall monthly, immediately after the first day of each month, estimate the proportion which the work done upon the road since the preceding estimate bears to the whole of the work required to be done in the graduation, masonry, bridging and superstructure of said railroad east of the Hoosac Tunnel, and also the work done in the excavation of said tunnel, which he shall certify separately to the governor, together with the amount of State scrip to which the company is entitled under the provisions of this act. Such monthly estimates shall be based upon the width of road-bed at grade of fifteen feet on embankments, seventeen and a half feet in side cuts, and twenty feet in thorough cuts; in the heading of the tunnel upon dimensions fourteen feet wide and six feet high in the middle, and in the finished excavation of the tunnel of fourteen feet wide and eighteen feet high in the middle.

The deliveries of scrip shall be at the rate of fifty dollars for each lineal foot of tunnel, dividing between heading and full sized tunnel, in proportion of thirty dollars for each lineal foot of heading and twenty dollars per lineal foot for the remaining excavation; and of six hundred and fifty thousand dollars for the whole of the graduation, masonry, bridging and superstructure of the unfinished portion of the road east of the tunnel.

The scrip shall be delivered on the road in the proportion which the value of the work done and the materials delivered each month bears to the estimated cost of the whole work and materials required on the portion of the road aforesaid.

No expenditures shall be required merely for the purpose of ornament, but the work shall be substantially performed, and the rails shall weigh not less than fifty-six pounds to the lineal yard; for any defective materials or work a proportional amount of scrip shall be withheld.

The governor and council shall have a general supervision of the work, and for that purpose shall visit and inspect the same at least once in each year, and as much oftener as they may deem expedient; and they shall have power to correct abuses, remedy defects, and enforce requirements, by withholding scrip or imposing new requirements in such manner as the interest of the Commonwealth shall in their judgment require.

If the governor upon the receipt of the monthly estimates and certificates of the State engineer shall approve thereof, he shall transmit the same and his approval thereof to the State treasurer, and the State treasurer shall thereupon deliver the amount of scrip so certified for to the treasurer of the Troy and Greenfield Railroad Company or to his order, subject to the provisions hereafter mentioned. If he shall not approve thereof he shall submit the same to the council, and their approval transmitted to the State treasurer as aforesaid, shall authorize such delivery.

Having obtained this loan the company contracted with Messrs. Haupt & Co., to build the road and cut through the tunnel. Col. Ezra Lincoln, the State Engineer first appointed, in his official capacity, established certain conditions, estimates and prices on which the instalments were to be paid to the company; and the work for a time proceeded, Mr. Lincoln giving his certificate as required by the statute. Subsequently Mr. Whitwell was appointed State Engineer in the place of Mr. Lincoln. The character of the work done by the company not coming up to his standard he refused to give the certificate made requisite by the statute, before an instalment could be paid. The company, however maintained that the conditions, estimates and prices established by Mr. Lincoln were assented to by them, and became the basis on which the sub-contracts for the building of the road were founded, and therefore, the same conditions were binding upon the Commonwealth.

It will be remembered that the statute confers power upon the Governor and council, to supervise the work, "to correct abuses, remedy the defects," &c.; and the company appealed to the Governor and council, and asked an order compelling the engineer to rivise his estimates, and to submit such additional estimates as would be necessary to increase the amount already paid, to the amount which would have been paid had his original estimates been bassed upon the conditions, estimates and prices established by Colonel Lincoln.

The Governor obtained the opinion of the Attorney General, the Hon. DWIGHT FOSTER, upon the construction of the act of 1860, under which the loan was granted to the company. After quoting section third, the Attorney General says:

"This law contemplates a loan by the State to a railroad company in aid of an enterprise of public utility. The State does not undertake to build the railroad, or determine in what precise manner it shall be constructed. Nor has the State under the act anything to do with the contractors whom the corporation may chose to employ. The sole object of providing for the appointment of a State Engineer is to protect the interests of the State by ascertaining, before any particular instalment of the loan is paid, that the work has so far advanced and is of such a substantial character as to furnish adequate security for the investment, and that the fractions of the entire loan, paid monthly, bear such proportion to the monthly progress of the road that the full amount will be advanced when, and not before the entire road east of the tunnel is completed in a substantial manner.

Each month the Engineer is to estimate the proportion which the work done upon the road since the preceding estimate, bears to the whole of the work required to be done; and the monthly deliveries of State scrip are to be made in the proportion which the work done and materials furnished each month bears to the estimated cost of the whole work and materials required on the portion of the railroad east of the Tunnel. For any defective material or work a proportionate amount of scrip shall be withheld.

Obviously the Engineer must determine whether the work has been substantially performed, and whether any materials or work are defective. But he does this only incidentally, to ensure a railroad of such character as will give the State adequate security for its monthly advances, and by no means for the purpose of finally accepting any part of the work in behalf of the State. Still less is he empowered to make a contract with reference to the character of the entire road, which can in any way bind the future action of the State, of his successors, or even of himself. The only contract of the State is to be found in the statute. He is not to wait till a particular portion of the work is completed before he awards upon it an issue of scrip, but the loan is to be advanced upon unfinished work as well as finished.

If any work has been treated as substantially performed, either by the former or its present Engineer, and is subsequently ascertained to be defective and not substantially performed, it is the duty of the Engineer to withhold a proportionate amount of the scrip; and in my opinion it can make no difference whether a latent defect in the work or materials has been discovered, or whether a mistake of the Engineer has caused too much to be advanced at any former period. Of course previous advances cannot be recalled, but each month's estimate requires the Engineer to determine how much remains to be done to complete the entire road in a substantial manner, and then he certifies that the corporation is entitled to the issue of such an amount of scrip as the cost and value of the work done and materials furnished in a given month, bears to the cost and value of all remaining to be done and furnished.

All this he must do upon his professional and official responsibility, in the discreet and conscientious exercise of his personal skill and judgment.

It is no more competent to the Governor and Council to instruct the State Engineer what he shall treat as substantial work and substantial materials, than to direct any other public officer clothed with a trust how he must decide and act within the sphere of his official duties. The supervision given to the Governor and Council, and the power to correct abuses and enforce requirements, is designed as an additional safeguard against the improvident issue of too large portions of the loan, but by no means to enable them to issue greater amounts than the Engineer certifies to be due. And they can no more order him what certificate to make than they can order any other public officer to come to a conclusion contrary to his own judgment in a matter in which that judgment is by law supreme.

The remedy, if he commits errors, or is guilty of arbitrary conduct, is to be found in his removal from office, or on application to the legislature for redress.

The question, what constitutes a substantially built road, such as the law demands, is one addressed purely to him as an Engineer; and he ought to require a road ordinarily well built, according to the existing standard of good work in similar locations, constructed by competent engineers at the present day. With the question, whether such a railroad will cost more or less than six hundred and fifty thousand dollars, the State Engineer has nothing to do. The State has agreed to lend that sum upon such a road in monthly installments, proportioned to the progress of its construction. It is his duty to make each monthly estimate on these principles. And if in former months he or his predecessors have been too liberal, or not liberal enough in estimating the work,

he must nevertheless now make the following inquiries:—

How much remains to be done and furnished in order to complete this railroad substantially, and what will it cost?

How much has been done and furnished during the last month for which I am now making an estimate, and what has it cost?

How much of the State loan remains to be advanced?

A proposition stated on these principles will ascertain the amount of the monthly issue for which the Engineer is to make his certificate.

The particular questions which have been made as to details are, with one exception, matters of engineering and not of law.

I am of opinion, however, as a matter of law, that this portion of the railroad cannot be considered by the State Engineer as finished so long as anything remains to be done upon it which the railroad company has required to be done by the contractors.

The statute speaks of the whole of the work required to be done in the graduation, masonry, bridging and superstructure of the railroad east of the Hoosac Tunnel. The existing contract between the Troy and Greenfield Railroad Company and the parties who have undertaken to build the road contains the following stipulations: "If any trestlework or temporary bridging should be used in the construction of the road, this also shall be changed by and at the cost of the contractors, and replaced by permanent structures as soon as practicable after the completion and opening of the whole line."

Certainly as between the corporation and the contractors, the latter cannot claim that the portion of the road east of the Tunnel is finished until such permanent structures have been supplied; and I do not think the State Engineer at liberty to treat this portion of the road as completed for the purposes of the loan so long as any part of the work remains undone which the corporation requires of its contractors as a part of their contract of construction.

My opinion upon some of the questions which I have thus considered, was asked by the State Engineer in a communication received from him in July, which at the request of your Excellency I herewith inclose. I thereupon wrote a note to Herman Haupt, Esq., on the subject, which, with his reply, I also inclose. The substance of the answer received from him was by my clerk communicated to the State Engineer, and in consequence of it I did not prepare the opinion which had been called for, as it no longer seemed of immediate importance to either party during the suspension of work by the contractors. I had shortly afterwards an interview with Mr. Haupt at my office for the purpose of ascertaining his views on the different topics upon which my opinion had been desired, in order that I might not fail to consider all the aspects favorable to him of a subject in which he was deeply interested.

I have never seen any paper and am not aware of the existence of any purporting to establish a basis of estimates, conditions, or prices which should govern the contractors and determine the quality of the work upon the road which was agreed to be received as satisfactory by any of the State Engineers. And I have already expressed the opinion, that no State Engineer could establish either on behalf of the Commonwealth, or the Railroad Corporation, any such standard, or determine anything beyond the simple question, how much of the loan the corporation was legally entitled to receive for the work done and materials furnished during each month singly, and that there neither is nor can be any contract binding the Commonwealth in the premises except the one contained in the statute."

The Governor then expresses his own concurrence in the view of the law, taken by the Attorney General; and discusses the points involved in his own decision; and reviews the difficulties under which the work at present labors, quoting the following from a published letter written by Mr. Haupt to Mr. Whitwell:

"To enable the contractors to resume and complete the work, the following, or some equivalent arrangements would be necessary.

"1. The payment of the balance of the $650,000 appropriated by the State to the completion of the road, without reducing the amount by any further payments on account of interest or sinking fund.

"2. The delivery of the scrip of the towns when the conditions of the town votes shall have been substantially complied with, and some guarantee that this will be done.

"3. The Cutlery Manufacturing Company at Shelburne Falls, who are more interested in the completion of the road than all other parties between Greenfield and the Tunnel, should pay their subscription in cash, or negotiable paper, and look to the railroad company for payment of their claims for land damages and services.

"4. Land owners should wait until the road is completed and then collect their awards with interest from the railroad company, not from contractors.

"If in addition to this the Fitchburg and Vermont and Massachusetts Railroad Companies, or the Connecticut River Railroad Company, or any other parties would advance, say $50,000 as a loan, to be reimbursed by appropriating the whole of the receipts of the road over working expenses, until the same shall be repaid, a sufficient amount could thus be provided to resume work on the tunnel and complete the railroad."

The Governor also refers to the depreciation of Massachusetts scrip, stated by Mr. Haupt to have fallen in the European market from one hundred and ten cents on the dollar, to between eighty and ninety cents; and concludes as follows:

All these difficulties accumulated in the present, or threatening in the immediate future, lead me to the very strong belief that nothing short of legislation, or a rallying of the pockets of the people, will save the enterprise. I very heartily regret the possibility of injury to the work by its being left in its present predicament; that the corporation to which the State has loaned its money is so poor that it is wholly dependent upon the State for the means to save the embankments of the road from injury by the freshets of the Deerfield River and the frosts of spring. And if there is any method open to us by which we can prevent such injury, I certainly shall unite with every one in putting that method into the earilest possible operation. I do not see why the raliroad corporation, which alone has power to act—we have the power only to issue scrip, and that *sub conditione*—may not intervene and go on with the work, if we will issue scrip to pay for it, and protect these embankments by rip-rapping, or other necessary process. If they will not proceed, we have no power to compel them to proceed, nor do I know that the State has any power to enter upon the road, excepting for condition broken in the mortgage by which the road is pledged to the State to secure its loans. If the State is obliged to enter for condition broken, I suppose then it is open to the Commonwealth to proceed according to its own judgment of its own interests; but the question whether the governor and council would have any power to proceed is an inquiry I have not considered. I should, of course, with great readiness, if the power is open to us, co-operate in whatever is necessary for the purpose of saving the property and saving the enterprise itself from loss. I greatly fear, however, that possibly nothing remains, unless the railroad corporation itself will proceed to protect the embankments and allow us to issue scrip to pay for the expense it may involve, except to await the action of the legislature. I need not repeat the expression of the regret I feel that the legislature is not now here to do its own appropriate work.

This question, I am very happy to know—and, under the heavy weight of responsibility which is imposed upon me, it gives me great consolation to know—does not at all effect the grand enterprise of tunnelling the mountain; nor do any opinions, whether of engineers or others—certainly, no opinions of mine—relate to, bear upon, or prejudice, any judgment in relation to the ultimate completion of that enterprise. The Commonwealth itself seems to have repeatedly expressed its confidence in its feasibility, its propriety, and its usefulness; and since I always endeavor to make it a rule to have no opinions—certainly to express no opinions—upon subjects which I do not understand, far be it from me to express doubts of the correctness of the opinions of any who on intelligent and scientific examination entertain a conviction of its ultimate success. Certainly, it is one which challenges admiration, and which every ardent and aspiring citizen—every ardent man at least—would strive to believe in and desire to realize; and if it is the opinion of those who direct the legislation of the State that the Commonwealth ought to take it in hand, in the absence of its being taken up by private capital, the time is not far off when the general court will be sitting in the State House, and in the proper exercise of its peculiar functions can do what our powers fail to authorize. * * * * * * *

The results of my own reflection and observation are as follows:—

First.—That the order reported by the Committee is legally inadmissible. The Engineer is clothed with a trust which he must fulfil according to his own conscience and intelligence, and he cannot be directed by us what to report.

Second.—The object aimed at by the Committee can be accomplished only by the removal of the Engineer, and the appointment of another one known in advance to favor the views of Mr. Haupt and not those of Mr. Whitwell.

Third.—This can only be done by the Governor taking the initiative in the exercise of the power of removal and appointment. And before I can rightly exert this power I ought to be convinced that Mr. Whitwell is wrong and Mr. Haupt is right.

Fourth.—But the proofs drawn from the opinions and testimony of experts, in the application of engineering science to the construction of railways, clearly demonstrate that Mr. Whitwell has only followed well established general rules of his profession. Nor is it proved that any reasons exist rendering this road an exception to those rules.

Fifth.—It is urged that Mr. Haupt has constructed this road consulting all possible economy of construction consistent with despatch in putting it into operation, expecting to perfect its details out of earnings thereby to be secured. While of this course on his part we have no right to complain, so long as it meets the approval of the railway company who employed him, yet the issue of State scrip is regulated by the *statute*, and not by any such policy or convenience.

It is not for us to ask, how, by any economy, $650,000 can be so distributed as to build a road capable of use? But we are to issue scrip simply on the strength of what is actually done and accomplished in a thorough, substantial and workmanlike manner.

Bedford Railroad.

This road begins at Hopewell, where the Huntingdon and Broad Top Railroad terminates, 31 miles from the Pennsylvania Railroad at Huntingdon, and ends at Bedford, 20 miles from Hopewell and 51 miles from Huntingdon. About 9 miles of the Bedford Railroad are graded; these 9 miles are to be trimmed up and three additional miles are to be graded inside of 90 days; so that the superstructure can be put down on 12 miles, and the road opened that distance by the 1st of Feb'y next. These twelve miles will carry the rail line from Huntingdon to one mile west of Bloody Run and to eight miles of Bedford; and as Bedford is the seat of justice of an old county, and a fashionable watering-place besides, ways and means will doubtless be devised to extend the rail line to that ancient borough.

From Bedford west, another link twenty-two miles long will carry a rail line to the extreme north-eastern angle of the Pittsburg and Connellsville Railroad at Wills' Creek, whereby via Bedford there would be established between Hunting-

don on the Juniata and Cumberland on the Potomac, a direct and continuous rail communication. And all this (and more) will be compassed, we have no doubt, before Bedford is content, for it is a laudable ambition in a county town to strive after railroad facilities.

That portion of the Bedford road now soon to be put into operation, runs through an iron region celebrated for hematite and fossile ores, which it is said abound near the line of the road; hitherto these ores have been hauled to Lemnos and Bedford forges, a distance of 12 miles.

Bedford, it seems to us, may yet succeed in making herself a point on a South Pennsylvania rail route between Harrisburg and Wheeling; indeed this she will accomplish via Huntingdon and Cumberland so soon as the distance between Bloody Run and Wills' Creek is covered with iron rails; but a more direct route, and the one to which we more particularly allude, will be secured by a connection of the Pittsburg and Connellsville Railroad with the Cumberland Valley Railroad; and the former of these two roads with the Hempfield road, now in use from Wheeling to Washington.

Wheeling is the capital of the new State of Kanawha; and the Pan Handle and Cape Henry extremities of old Virginia are certainly very far apart in the war for a boundary line. In truth, it is not probable that Wheeling and Norfolk will very soon again confess themselves constituent parts of one Commonwealth; hence Wheeling, since her interests are now cast with Pennsylvania, will naturally urge the construction of such links of iron line as will give her communication with the seaboard cities north of the Chesapeake; and as the interests of the counties of Southwestern Pennsylvania in this matter are identical with the interests of Wheeling, it will be strange indeed if, in the progress of events and in the fluctuations in the tide of circumstances, "something" does not "turn up" which will serve as a basis for operations in a plan for a South Pennsylvania Railroad from Harrisburg to Wheeling, via the valley of Cumberland and of the Youghiogheny. Or, if this involve too large outlay, then via Huntingdon, Bedford, Bridgeport, Connellsville and Washington. We confess a belief that close upon the completion of the Pittsburg and Connellsville road to Wills' Creek, will follow the construction of a connecting link between it and some one of the roads now terminating in the Pennsylvania Railroad.—*U. S. R. R. & Mining Register.*

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 1, 1861.

THE annual election for Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the eleventh,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

JOHN V. L. PRUYN,
Secretary *pro tem.*

5145

Railroad Supply Store
FOR SALE.

ONE of the oldest and best established Railroad Supply Stores, may be had very low, the present proprietors having other business requiring their whole attention. Address Wm. Kemlo, 34 Hawley st., Boston, or Box 1487, New York Post Office. 2t*

LOCOMOTIVES FOR SALE.

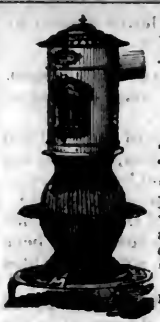
THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860. 1f



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, HY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER

ISAIAH W. SYLVESTER,

ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

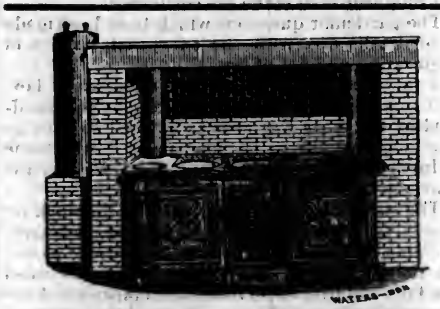


Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less			10	cents	per 100 pounds.
50	"	"	15	"	"
100	"	"	25	"	"
150	"	"	40	"	"
200	"	"	50	"	"
300	"	"	75	"	"
350 to 400 miles not exceeding			90	"	"

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000	pounds.
2 animals	4,000	"
3 "	5,000	"
4 horses	6,500	"
5 "	8,000	"
6 "	9,000	"
7 "	10,000	"
8 "	11,001	"
9 "	12,000	"

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 16, 1861.

Louisville and Nashville Railroad.

We have received a copy of the last annual report of this company. The time for closing the fiscal year has been changed from September 1st, to July 1st; the report therefore covers a period of only ten months, during which time the receipts have been as follows:

	Memphis Branch. 46 miles.	Lebanon Branch. 37 miles.	Main Stem. 185 miles.
From pass'g'rs.	$23,013 76	$17,570 23	$296,254 53
" freight..	10,788 67	16,697 80	401,547 39
" mails...	1,970 91	2,812 50	16,125 00
" express.	.....	2,784 65	18,597 73
" rent, etc.	.....	17 25	754 25
Total main stem			$732,279 90
" Lebanon branch			39,882 43
" Memphis "			35,773 34

Total main line and branches—

From passengers	$335,838 52
" freight	429,033 86
" mail	20,908 41
" express	21,382 38
" rent, etc.	771 50
	$807,934 67

And the expenses have been:

Conducting transportation	$69,503 16
Maintenance of way	39,753 04
" buildings.	1,495 18
" machinery	26,894 85
" mot. pow'r	48,210 29
General expenses	5,938 58
	345,964 25
Leaving net revenue	$461,970 42

—being 57.18 per cent. of the gross revenue.

The following table will show the earnings and expenses as distributed *pro rata* to the number of miles of road for freight and passengers, and also to the mileage of trains of various classes:

	Miles run.	Total earnings.	Earnings per mile of road.	Earnings per mile run.
Revenue:				
Main Stem—passenger trains	229,818	$329,977 26	$1,783 26	$1.43.5
" freight	163,191	401,547 39	2,170 53	2.46.6
Lebanon Br.—passenger trains	19,120	$23,167 38	$628 15	$1.21.2
" freight	19,531	16,697 80	451 29	0.85.4
Memphis Br.—passenger trains	27,662	$21,984 67	$543 14	$0.90.3
" freight	19,392	10,788 67	234 54	0.55.6
Totals	478,714	$807,163 17	$8,011 49	Av. $1.68.6
	47,054			
	38,651	$39,865 18	$1,077 44	Av. $1.03.1
	393,009	$731,524 65	$3,954 19	Av. $1.86.1
Expenses:				
Passenger trains	276,600	$154,169 15	$777 68	Av. $0.76.0
Freight "	202,114	191,795 10	946	$0.94.4
	478,714	$345,964 25		Av. $0.70.7

During the ten months, the business of which is exhibited by these tables, the sources of revenue have been so different from those of the previous year, that the table of classified articles has been omitted, and a table given instead embracing the business for eight months from November 1, 1860, to June 30, 1861, showing the revenue from freights forwarded and received at each station on the main line and branches. From an analysis of this table, it appears that the principal part of the revenue has been from freights transported southward. Thus, of the business of the Louisville station for the time named, there was derived—

From freights forwarded southward	$252,190 71
From freights received	51,713 73
Excess of freight forwarded	$200,476 98

—or 83 per cent. of the whole amount.

The business of Nashville station exhibits the same difference. The revenue derived from freight business at that station was as follows:

From freights received	$201,245 40
From freights forwarded	14,343 43
Excess of freights received	$186,901 97

—or 93.4 per cent. of the whole amount.

Of the through business proper, between Louisville and Nashville, 95 per cent. of the revenue was from freights at Nashville, and only 5 per cent. from that forwarded or originating at Nashville. Hence of every 100 cars loaded at Louisville for Nashville, 95 were returned empty; that is, the company performed 95 per cent. of the train service northward for through business, or 47½ per cent. of the whole, without any compensation. At many local stations, also, the revenue from freights received is in excess of that from freights forwarded; whereas, in years of average crop the revenue from transporting the produce of the country would be many times that arising from transporting merchandise and other articles for consumption. This has arisen from the failure of crop in 1860 on the line of the road, and in the States south, which received their supplies over the road. There was not only no surplus to send to market, but large quantities of flour and provisions were sent from Louisville to supply the want of these articles.

A comparison of the passenger business with that of the preceding year, exhibits an increase of 7,770 in the number of through passengers, and a decrease of 12,027 in the number of local passengers during the ten months. In the mileage of passengers, local and through, there has been an increase of 694,990; in the average distance traveled by each passenger, an increase of 5.9 miles; in the revenue per passenger carried an increase of 17.3 cents; in the revenue per passenger per mile, an increase of .4 of a cent; and in the total revenue from passengers, an increase of $22,674 45. The number of local passengers carried was 130,669; of through passengers, 25,040; total mileage of passengers, 9,338,396.

The equipment of the road consists of 38 locomotives; 22 passenger, 9 baggage, 9 caboose, 165 box, 18 rack, 10 gondolas, 104 flat and 5 boarding cars.

The track of the Memphis Branch was completed about the 18th of September. 1860, and on the 24th of that month regular trains were placed upon the road running between Bowling Green, Ky., and Clarksville, Tenn., the Memphis, Clarksville and Louisville Railroad Company paying their proportion of the expense.

The track of the Memphis, Clarksville and Louisville railroad was completed, except the bridge over Tennessee river about the 10th of April last. In anticipation of a large passenger traffic between Louisville and Memphis, the regular passenger trains which had been run regularly into Nashville, were transferred to the branch road, this company continuing to operate the trains as far as Clarksville; and two trains to connect with the through trains at Bowling Green were put on the main road between that point and Nashville. This arrangement was commenced April 14th, and continued until the close of the fiscal year.

The report of A. FINK, Esq., Superintendent of Machinery and Road Department, is accompanied by various tables exhibiting in detail the expenditures for the ten months under appropriate heads; also a table containing a revised estimate of the cost of fully completing the Main Stem and Lebanon Branch, and an estimate of the cost of completing the Memphis Branch. The following are the footings:

	Estimated Cost Sept. 1, 1860.	Expended from Sep. 1, 1860 to July 1, 1861.	To be expended after July 1, 1861.
Main Stem	$699,500	$86,185	$613,315
Lebanon Br....	63,000	129	62,871
Memphis Br.		.....	130,000
	$762,500	$86,314	$806,186

The expenditures in constructing the Main Stem, have been as follows:

The first and second year's expenditures, to the 1st Oct., 1853, were $115,861 85

There are no reports on file in the office, for the two succeeding years.

The 5th year to Oct. 1st,	1856	$1,467,260	26
" 6th "	" 1857	2,289,150	19
" 7th "	" 1859	3,834,890	07
" 8th "	" 1859	6,127,292	15
" 9th "	" 1860	6,674,248	53
" 10th "	July 1st, 1861	6,609,056	70

The net earnings of the road, up to the 1st of January, 1860, were credited to interest and discount, and interest and discount charged to construction; and since that date the interest on the debt the company owes has been paid out of the net earnings, and the surplus has been credited to interest and discount. The total amount so credited is $660,899 37, leaving the whole cost of the road on the 1st of July, 1861, $6,609,056 70. The report says:

It will be seen by reference to the Secretary's consolidated statement, that the stock and stock liabilities of the Main Stem, and Lebanon and Memphis Branches, to the first of July, is $5,631,469 65; and the bonded debt, $3,260,500 00; and floating debt $348,076 24. Total cost of road and branches, to date, $8,695,332 22; resources, $586,651 91.

A Fink's estimate for fully completing the Main Stem and both Branches, is $806,185 85.

By the annual report to 1st October, 1860, there had been expended on the construction of the Main Line, including equipment, the sum of $6,674,248 53; on the Lebanon Branch, without equipment, the sum of $1,007,736 18; and on the Memphis Branch, and equipment, the sum of $848,733 49.

The sum expended on the Main Line since 1st October, 1860, and interest on Co. st'k b'ds, payable in st'k, is	$155,349	54
On the Lebanon Branch	19,062	16
" Memphis "	209,843	74
Making in all the sum of.....	$385,155	44

It will be seen that there is a discrepancy between the Secretary's report of construction account of Main Line, and Memphis Branch, differing from the above statement of expenditures, as the construction account of Main Line has been credited with its net earnings for the ten months ending first of July last, the sum of $220,541 37, and the Memphis Branch $11,555 02: the two latter sums being excess of earnings over operating expenses and interest.

The floating debt of Main Line and Branches first of October, 1860, was $661,269 53, and per Secretary's statement No. 4, was on the first July, 1861, $348,076 24, showing a reduction in ten months of $313,193 29.

The equipment of the road with motive power and rolling stock is not sufficient for a first class road with an extended and increasing business, which in prosperous times may be reasonably expected; nor is the road fully completed as a first class one should be.

The earnings of the road have been relied upon to furnish the means of paying interest, the floating debt, additional equipment, and its full completion according to the estimates. During the ten months the road has been gradually improving in condition, and so has the motive power and rolling stock, and the portion of the earnings required for the operating expenses considerably reduced, giving promise of a still further reduction as the road progresses to full completion.

It is believed, when the road is well and permanently ditched, and a dry road-bed secured, with a full ballast, the culverts made permanent with stone arched culverts, and the wooden bridges reconstructed with iron trusses, that the annual expense of repairs will be greatly reduced, and that there will be greater security in the transportation of passengers and freight.

It is true, certain items of repair will be increased in the future, particularly for cross-ties, and for new rails, and repair of rails; but other items will be diminished, viz: the repair and keeping dry the road-bed, the repair of bridges and culverts, and also the repair of motive power and rolling stock.

CONDENSED BALANCE SHEET.

MAIN STEM.

Graduation and masonry	$2,284,546	96
Road superstructure	1,644,377	56
Equipment	563,676	88
Interest and disconnt	956,968	40
Depot grounds	101,971	55
Lands for road and stations	98,676	83
Depot buildings, stations, etc	164,281	83
Cumberland River bridge	112,546	27
Bridge superstructure	170,205	01
Engineering expenses, etc	226,656	71
Locomotive works.....	84,682	02
Other items of cost.....	198,466	68
Total cost of road	$6,609,056	68
Mortgage bonds..... $261,000 00		
City, Co. & Leb. br.b'ds. 47,700 00		
Promissory notes 11,923 54		
Due from Lebanon br'h. 117,842 29		
" transp. depart.. 78,289 42		
Shop, stock and stores. 38,356 46		
Fuel 38,370 99		
Sundry balances 63,488 83		
Cash on hand 8,151 14		
	665,122	67
	$7,274,179	37

Capital stock	$4,384,602	99
Bills payable.....	280,693	65
Due contractors, etc.	5,271	24
Bonded debt.....	2,560,500	00
Bills and pay-rolls for June.....	41,938	24
Due Memphis branch	1,173	25
	$7,274,179	37

LEBANON BRANCH.

Graduation and masonry	$320,359	81
Road superstructure	324,791	68
Interest and discount	234,490	94
Lands for road and stations.....	5,794	98
Buildings	27,377	96
Bridge superstructure	46,833	63
Engineering expenses, etc	22,762	57
Other items of cost.....	45,386	72
Total cost	$1,027,698	29
Real estate and bills receivable....	510	59
	$1,028,208	88
Capital stock	$509,842	19
Due Main Stem	117,842	29
" sundry contractors	524	40
City of Louisville bonds loaned	225.000	00
Income bond account	175,000	00
	$1,028,208	88

MEMPHIS BRANCH.

Grading and masonry.....	$315,584	42
Road superstructure	373,368	39
Equipment	112,961	86
Interest and discount	151,746	14
Lands for road and stations.....	21,629	05
Buildings	34,256	46
Bridge superstructure.....	8,361	33
Engineering expenses, etc	29,707	41
Other items of cost	10,462	17
Total cost	$1,058,677	23
Mortgage bonds $38,000 00		
Due for bonds sold 860 94		
" from Main Stem ... 1,178 25		
	40,034	19
	$1,098,611	42
Capital stock	$737,024	47
Bills payable.....	58,457	92
Due sundry persons	3,129	03
Mortgage bond account.....	300,000	00
	$1,098,611	42

CONSOLIDATED STATEMENT.

Cost of road and branches	$8,695,332	22
Resources	586,651	91
	$9,281,984	13
Capital stock.....	$5,631,469	65
Floating debt	348,076	24
Bonded debt	3,260,500	00
Billls and pay-rolls for June	41,938	24
	$9,281,984	13

The office of the company is at Louisville, Ky. The officers and directors are:

President—JAMES GUTHRIE.

Directors—James Guthrie, Thomas Quigley, U. E. Ewing, W. F. Cooper, H. D. Newcomb, James B. Wilder, James Speed, Jo. C. Guild, H. C. Seymour.

Secretary—WILLIS RANNEY.

Sup't of Transportation—J. B. ANDERSON.

Sup't of Machinery and Road Department—ALBERT FINK.

East Brandywine and Waynesboro' R. R.

The Pennsylvania Railroad Company has effected a lease of the East Brandywine and Waynesburg Railroad for five years. This road runs from Dowingtown to Waynesburg, in Chester County, 17½ miles. It traverses a thickly settled region. The lease secures the application of the whole of the net earnings to payment of the interest on the

$140,000 of 7 per cent. mortgage bonds issued by the Brandywine Company, first, and the balance, if any, to the stockholders.

Great Western Railway of Canada.

We give below the report of the directors of this company for the half-year ending July 31, 1861. It is dated London, October 11, 1861, and signed, on behalf of the board of directors in England, by Robert Gill, President of the company, and chairman of the English board:

The receipts on capital account during the last half-year were 20,340*l.* for arrears of calls on shares, &c., making the total receipts on 31st July, 1861. 5,213,097*l.* Bonds due in 1862, amounting to 1,400*l.*, have been paid off during the half-year, and notice has been given that the directors are prepared to pay, at once, the balance, if applied for, which amounts to 16,200*l.* The expenditure on capital account during the half year was 4 079*l.*, the details of which are given in the engineer's report, making the total outlay to 31st July, 1861, 4,980,128*l.*, and leaving a balance to the credit of capital of 232,968*l.*

The revenue account shows the following results:—

Gross receipts	£209,316
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge	129,616
Balance of half-year	£79,700
Add surplus from previous half-year	15,790
Total	£95,490
From this there has to be deducted—	
Interest on Governmeat loan	£17,498
" Company's bonds, &c.	32,994
Renewal of rails, sleepers, bridges, &c	25,517
Payment on acc't of Flamboro' accident	1,107—77,117
Leaving a surplus of	£18,373

which the directors recommend should be carried to the credit of the current half-year.

The severity of the last winter added heavily to the working expenses. The cost of maintenance of way exceeded by 6,673*l.* the same charge for the corresponding period of last year, in which is included the sum of 3,535*l.* for extra cost of removing snow, heavy slips, &c.; whilst the unusual breakage of wheels, tyres, axles, &c., largely increased the expenditure in the locomotive and car departments.

The following statement will exhibit the comparison of the receipts and expenses for the last three half-years:—

Half-year.	Receipts. Pass. & mails.	Goods & live st'k.	Rent.	Total.	Expenses, &c.
	£	£	£	£	£
July, 1860	98,808	91,528	884	191,221	114,260
Jan., 1861	123,251	128,619	953	252,824	121,406
July, 1861	95,771	113,800	744	209,316	129,616

The gross traffic as compared with the corresponding half-year shows a rise of 18,094*l.* but accompanied by an increase of expense amounting to 15,355*l.* The general improvement lately experienced, as shown in the traffic of the half-year ending January 31st last, would doubtless have continued bnt for the complete check given to all commerce by the civil war in the United States. As regards the West, these evils have been increased by the enormous depreciation of the bank currency, founded mainly upon the deposit of Southern securities, which were rendered comparatively valueless on the breaking out of actual war. The traffic upon neighboring American railways is now showing the effect of such disasters, although some have been to a certain extent benefited by the carriage of troops and munitions of war, in which, of course, this company has not been able to participate.

The heaviest falling off is in through passengers, but the dissensions in America have also largely affected the consumption of foreign and other manufactnred goods in the Western States, thus greatly reducing an important and valuable stream of through traffic from New York to Bosson.

Whilst the present unsettled state of affairs continues it is impossible to expect anything but a moderate amount of through business, especially in passengers. The harvest in the Western States this year is reported to be excellent, and in Canada the result of careful inquiries is that the harvest will be a fair average.

The directors continue to receive encouraging reports of the apparently inexhaustible oil springs in the Sarnia district, and when a properly organized system of working them is perfected, and the means of access to them improved, it is to be expected that the transport of earth oil will form an important and profitable item of traffic to this company.

Last half-year's report expressed an opinion that it might be desirable to erect a mill for re-rolling the worn out rails. The directors have since found it advisable to come to a decision upon this point, and a rolling-mill is now in course of construction at Hamilton.

The systematic renewal of the permanent way, bridges, and fences, pursuant to the report of the engineer of July 31, 1860, has been continued during the last half-year, and an expenditure of 25,517*l.* has been incurred, the whole of which has been charged to revenue. This is in accordance with the practice hitherto pursued of charging each half-year with the full cost actually incurred, and although it bears heavily upon a diminished income, yet by this plan no debts are contracted for relaying the line to be liquidated out of future revenue. It is right to say, however, that many of the English companies have adopted a different course, and that six of the leading English lines in June last had an aggregate total of over 340,000*l.*, already expended in renewals, to be charged against future revenue. The present outlay is also increased by the fact that 206½ miles of the line are now being "fish-jointed," at an expense of 25,214*l.*, of which about half having been already paid for, has up to the present time been charged to revenue, but the remainder of this expense it is in future proposed to charge to capital, it being an addition to the original value of the line.

In pursuance of the resolution come to at the statutory half-yearly meeting in Canada on 17th May, 1861, the necessary steps were taken to place this company's loan to the Detroit and Milwaukee, as a third mortgage charge upon the new company, carrying interest at 10 per cent. per annum.

The directors regret that the arrangement proposed for disposing of the different outside claims upon the Detroit and Milwaukee has not been concurred in by all of those creditors whose position is subsequent to that of the Great Western of Canada, and by the last accounts they are informed that legal proceedings are pending in the courts of Michigan, to which it is attempted to make this company a party. The traffic of the Detroit and Milwaukee has been injuriously affected by the difficulties which have been previously adverted to. The gross receipts of this company derived from the traffic to and from the Detroit and Milwaukee amounted during the last half-year to 16,530*l.*, as against 17,485*l.* in the corresponding half-year of 1860.

Since the meeting in London on 11th April last, the accountants employed by the late committee of investigation have sent in a bill comprising all the cost of the inquiry incurred by them, (amounting to £9,130) and it was afterwards certified to by their chairman, "that in the opinion of the late committee such expenses should be paid."

The board required as a preliminary to examining this account, that all books and papers taken from the company's offices should be returned, and all the evidence, reports, and other documents collected by the late committee in the course of their inquiry, laid before the board, in order that by a comparison of the work performed with the charges made for it, some basis might be obtained on which to estimate the propriety of their claims. The directors regret that they have not been able to pass and discharge the account. After giving the subject their fullest consideration, they addressed a letter, on August 8th, to the chairman of the late committee of investigation. To this letter no reply has been received. Messrs. Coleman, Turquand, Youngs and Co. have written to the board respecting their account, but the directors have declined entering upon any discussion except with the late committee.

The two auditors who were appointed at the last meeting of shareholders have carefully examined the accounts for the half-year, and the certificate of their correctness is appended. Both these gentlemen have had the advantage of making a personal visit to Canada, and have made themselves acquainted with the detail of the Canadian system of account-keeping.

The directors have had the staff, both in this country and in Canada, under their careful consideration, with a view of ascertaining if any justifiable reduction could be made, and they are able to report that some saving has been effected.

New York Central Railroad.

The New York Central Company can load and send off from Buffalo from 250 to 300 cars of ten tons each per day, or from 25,000 to 30,000 barrels of flour, or its equal in rolling freight. From Suspension Bridge it can send off fifty cars per day, making from the two points 3,000 to 3 500 tons per day. In additton to this, the road requires 100 cars for its East-bound local business, making a total of 400 to 450 cars per day to arrive at Albany, or 4,000 to 4,500 tons. A freight train is generally made up of about 25 cars, which would make from sixteen to eighteen freight trains a day.

The difficulty the New York Central labors under is not loading up and starting its trains, but in so arranging its many trains as to pass each other without interruption. There are now twelve passenger trains running over the road every day, and with, say, sixteen freight trains going east and four west, making a total of thirty-two trains a day on a road of three hundred miles, and with forty miles of the road with only a single track, some idea of the difficulties in the way may be imagined.

The difficulty will soon be met, for we understand the managers of the road have determined to lay these forty miles at once, and thus secure a double track throughout the entire length from Buffalo to Albany. We learn, further, that the Central Company have contracted for ten new additional locomotives and several hundred new freight cars, to be put upon the road during the coming Winter.

To give some idea of the business which the New York Central Railroad is drawing from the North-West, we can state that for the week ending Saturday, Nov. 2, nineteen propellers, loaded with an average of 4,000 bbls. of flour each, cleared from the Port of Toledo alone for the New York Central at Buffalo; that the Central is under obligations to the Michigan Southern, to take away from Toledo 5,000 bbls. of flour or its equivalent daily, for all this Fall. This, it must be remembered, is but a drop in the bucket. Besides this fleet of Toledo boats, the Central has a line to Cleveland, one to Sandusky, one to Detroit, one to Milwaukee, and one to Chicago.

It has the Great Western of Canada, which takes all the Michigan Central and Detroit and Milwaukee Railroads bring to it at Detroit and delivers it to the Central at Suspension Bridge. It has the Buffalo and Lake Huron Railway, which drains a large portion of the most fertile section of Canada West. Then it has the Michigan Southern, Toledo and Wabash, Cleveland and Toledo, Pittsburg, Fort Wayne and Chicago, Bellefontaine, Dayton and Michigan, Sandusky, Dayton and Cincinnati, and Cleveland and Columbus, pouring through the Lake Shore Road to Buffalo a constant stream of all rail freights.—*Albany Atlas.*

New York and New Haven Railroad.

OVER ISSUES OF STOCK.

The Supreme Court of this State has just decided a case growing out of the Schuyler fraud, which is the first one of the kind that has come before our Courts. Numerous cases have been before the Courts of New York, receiving, in the course of their passage from the lower to the higher Courts, a variety of decisions. The present case involved several points of much interest. The Bridgeport Bank, the plaintiff in the case, in 1849 took from Schuyler two certificates of stock of the New York and New Haven Railroad Company, one for fifty and the other for forty shares, as collateral security for an account which Schuyler had with the bank. The bank held these certificates without taking a transfer of the stock until 1854, when the Schuyler fraud was discovered; immediately upon which the Cashier of the bank presented the certificates and demanded a transfer of the stock. The railroad company refused to allow the transfer, having closed their transfer office immediately upon the discovery of the fraud. The bank some time after made another demand, which was again refused, and this suit was brought for damages for the refusal to allow the transfer.

In 1849, when the certificates were issued by Schuyler and delivered to the bank, he was the owner of one hundred and sixty shares of genuine stock. At the time of the demand upon the company in 1854, an immense number of spurious shares had been issued by him, upon some of which the whole of his genuine stock had been transferred, so that at that time there was no genuine stock standing in his name on the books which could be transferred to the bank.

By the rules of the Railroad Company no shares could be transferred unless the certificates held for them were surrendered to the transfer agent at the time. The certificates held by the bank were assigned in blank by Schuyler on delivery to the bank, and were accompanied by a blank power of attorney signed and sealed by Schuyler, for the transfer of the stock on the books of the company.

The certificates thus issued by Schuyler were in almost all cases held as collateral security by the parties to whom they were assigned, who retained them, often for several years, without taking transfers, regarding them as secure since no transfers could be made without a presentation of the certificates. The Bridgeport Bank in this case held the certificates in this confidence.

The plaintiffs claimed that, under the established custom of negotiating such certificates, taken in connection with the rules of the company which secured the stock from transfer while the certificates were outstanding, the certificates were to be regarded as negotiable or *quasi* negotiable—so that the *bona-fide* holder was protected against any defense which could have been set up in the first instance against Schuyler himself, or which might grow out of transactions occurring after the certificate was negotiated.

The counsel for the defendants denied this, and contended that, as the plaintiffs had not taken a transfer of the stock, and other parties, with equally good certificates, had come in and surrendered their certificates and taken a transfer of the stock, the plaintiffs had lost their right to it, precisely on the principal that, where a person sells personal property and does not deliver it, and afterward sells it to a second bona fide purchaser, who gets possession of it, the latter holds it and the former has lost it—the party losing it having no remedy except a claim on the vendor for damages.

This was the important point in the case, and the Court held that the railroad company, having by its rules and the form of its certificates, stipulated that the stock represented by the certificates should not be transferred until the certificate was presented, could not set up the fact that the stock had been transferred to other parties, especially as the transfer was the fraudulent act of their own agent, who was acting within the scope of his official authority, and therefore made his own knowledge and fraud the knowledge and fraud of the company.

The Court did not express an opinion as to what would have been the result if the stock in question had not been genuine stock. The decision, therefor, does not conflict with the decisions in New York in cases where the stock in question was confessedly spurious, and does not, perhaps, contribute very much to the settlement of the principal questions growing out of the Schuyler fraud.—*Hartford, Conn., Press.*

The Grand Trunk Railway.

The Grand Trunk Railway of Canada embraces a line of 1,131 miles, of which 1,096 miles are in actual operation. It is at this time the longest line in the world. It will, however, be soon eclipsed by the East India Railway, to extend from Calcutta to Delhi, a distance of 1,414 miles—costing £15,000 sterling per mile.

The Grand Trunk Railway extends from the Atlantic Ocean at Portland to Lake Huron, a distance of 794 miles, with a branch to Detroit of 59 miles—a branch to Quebec of 96 miles, and to the River Du Loup of 118 miles—making, with its various branches, 1,096 miles. The building of this line extented over a period of 14 years. The work commenced at Portland July 4, 1846; the various sections were opened for traffic at the dates following:

Portland to Yarmouth	12	miles,	July 4, 1848
" Mechanic Falls	24	"	Feb. 4, 1849
" Paris	11	"	Jan. 8, 1850
" Bethel	23	"	March, 1851
" Gorham	21	"	July 23, 1851
" Northumberl'd	31	"	July 12, 1852
" Island Pond	27	"	Jan. 29, 1853
	149		
Montreal to St. Hyacinth	30	"	Dec. 27, 1848
" Richmond	42	"	Oct. 15, 1851
" Sherbrooke	24	"	Sep. 11, 1852
" Island Pond	47	"	July 11, 1853
	143		
Opened through for business from Portland to Montreal	292	"	July, 18, 1853
Quebec to Richmond	96	"	Nov. 27, 1854
Montreal to Brockville	125	"	Nov. 19, 1855
Chaudiere Junction to St. Thomas	40	"	Dec. 3, 1855
Brockville to Toronto	208	"	Oct. 27, 1856
Toronto to Stratford	88	"	Nov. 17, 1856
Stratford to St. Mary's	11	"	Sep. 27, 1858
St. Mary's to London	21	"	Sep. 27, 1858
St. Mary's to Sarnia	70	"	Nov. 21, 1859
Port Huron to Detroit	59	"	Nov. 21, 1859
Victoria Bridge and Charrons Branch	6	"	Dec. 19, 1859
St. Thomas to St. Pascal	53	"	Dec. 26, 1859
St. Pascal to River Du Loup	25	"	July 2, 1860
Kingston Branch	2	"	Nov., 1860
	1,096	"	
Three Rivers Branch (unfinished	35	"	
Total	1,131	"	

Worked by the company, 970 miles.

Capital account.

Share capital	$13,503,649	
Bonds	31,111,971	
Provincial debentures	15,142,633	
Premium on Canada b'ds.	330,693	$60,088,966
Unfunded liabilities		13,797,302
		$73,886,268
Atlantic & St. Lawrence R. R. lease		5,976,566
Total		$79,862,834
Cost at the rate of $72,881 per mile.		

Earnings in 1859	$2,461,182
" 1860	3,323,256
Locomotives in use	217
Passenger and mail cars	200
Freight cars	2,818
Ballast cars	133
Snow plows	34
Number of employees, exclusive of directors, managers and agents	3,284
Station agents	141
Conductors	89
Brakemen	169
Telegraph operators	55
No. of passengers for half year ending Dec. 31, 1860	418,076
No. of miles traveled by each passenger	76
Average receipt per passenger	$1.69
" " " mile	2.23
No. of tons of freight for half year ending Dec. 31, 1860	334,145
Total earnings for half year	$1,817,575
Atlantic and St. Lawrence Section.	
Leased on cost	$5,976,566
Interest due annually	358,634
Expenses on line charged to Grand Trunk Railway	1,621,231
Actual cost of line (149 miles)	7,597,797
Earnings in 1859	605,147
" 1850	701,448

Allowing one-half of the gross earnings for working expenses, $350,724, the net earnings applicable to payment of the interest ($358,634) is $350,724, or within a trifle of the entire interest on the loan.

The 970 miles of line, worked by the Grand Trunk Railway Company, are operated in five sections as follows:

Atlantic District,	Portland to Isl'd Pond,	149 miles.
Eastern	" Montreal to Isl'd Pd, & Quebec	240 "
Central	" " Toronto,	333 miles.
Western	" Toronto to Sarnia,	169 miles.
Detroit	" Sarnia to Detroit,	59 miles.

The several sections earned in 1860, the following sums per mile:

Atlantic District	$4,708
Eastern "	2,924
Central "	4,026
Western "	2,897
Detroit "	1,452

FREIGHT RECEIVED AT AND FORWARDED FROM PORTLAND, 1860.

	Received. Weight.	Forwarded. Weight.
Flour	82,294,017	8,768,763
Wheat, &c	32,508,850	1,332,544
Potatoes, &c	19,842,938	2,108,666
Cotton, &c	3,939,720	13,713,442
Beef, Pork, &c	22,175,578	5,761,751
Hides, Leather, &c	4,109,074	10,423,481
Fish	135,842	2,481,338
Oils, Pitch, &c.	154,714	5,286,731
Pot and pearl ashes	2,729,735	5,003
Salt	4,096	2,695,665
Railway & other iron, copper ore, &c.	10,614,250	20,632,594
Stone, lime, &c	1,323,450	7,465,640
Sugar, Molasses, &c.	73,255	21,664,219
Ale, wine, &c	978,590	1,438,363
Sawn lumber, &c	88,797,270	8,755,185
Firewood and R. R. ties	33,030,753	18,702
Manufactured goods	24,199,603	39,129,277
Cattle	8,967,296	159,130
Wool	951,868	2,409,748

The following table gives the length and cost of the *five* great lines of Railway connecting the Atlantic sea-board with the West:

	Length in miles.	Cost.	Cost per mile.
Balt. & Ohio R.R.	286	$30,278,377	$105,862
Pennsylvania R. R.	386	31,356,832	81,235
N. Y. & Erie R. R.	495	38,401,300	77,577
N. Y. Central R. R.	655	40,366,005	61,700
Grand Trunk R. W.	1,096	79,862,834	72,881

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.8	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,445	79,664	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
5 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.0	.....	73,826	27,992	6	.....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,876	354,136	14	135
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	.....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	.....
31 Dec. '59	61.0	—	3.0	—	—	—	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	.....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	.....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	.....	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	.....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Apr. '60	32.6	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '59	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,175	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.9	.....	1,514,478	242,564	.....	66
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	159,822	—	.....
Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	.....	7,473,049	228.4	.....	1,093,934	309,567	3½	67½
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	.....	10,469,355	261.3	792,029	1,462,752	652,260	.....	72½
31 May, '61	175.0	—	.....	—	...	...	.....	Great Western	0 5,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	.....	33,221,720	708.3	.....	2,721,591	850,630	—	65½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,562,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,060	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,045	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,698	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230 563	99,080	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	.....
31 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	56.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—	}			Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—	}	12	10	165 Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,640	—	.....
31 Mar. '59	206.0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	208.0	.....	753,774	.....	—	.....
Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248.969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	188,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	.....
31 Aug.'59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,565	—	.....
31 May,'59	51.3	—	.....	—	11	13	118	Portland,Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May,'59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	43
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,390,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	16½
								MASSACHUSETTS.													
30 Nov.'60	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov.'60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	92
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	105
30 Nov.'60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	105½
30 Nov.'60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,683	439,284	8	107½
30 Nov.'60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov.'60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	79
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	61
30 Nov.'60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov.'60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	97½
30 Nov.'60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,834	26.4	37,245	52,971	23,837	6	98½
30 Nov.'60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	—	—	.....
30 Nov.'60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov.'60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov.'60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov.'60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov.'60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	—	8.4	24,428	15,891	—	—	.....
30 Nov.'60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	99
30 Nov.'60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov.'60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	106
30 Nov.'60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov.'60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov.'60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov.'60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov.'60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov.'60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,365	77.0	101,326	211,899	75,810	—	9½
30 Nov.'60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,289,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	112
30 Nov.'60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,163	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	.....
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	54½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	20
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	—	—	—	—	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov.'58	12.0	—	.....	65.8	1	—	—	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug.'60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,962	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov.'59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,607	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov.'59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar.'59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	51
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	462,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	160,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	5	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	288,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,287	*	—	997,862	2,082,000	108,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,704	—	56,582	—	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & Sarat.			100
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.		6	—
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,377	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	110
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	—
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	330,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	116.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	40½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	80½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,605	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406	—	34½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	9,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	13½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	36,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,285,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	16.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	897,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	26
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	804,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	98
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,406	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.8	—	919,971	493,956	—	38½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar, '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,338	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,961,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	3.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,735	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	208	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	785,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
1 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,850,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	72
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.8	—	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,468,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	55.7	6 mos.	176,047	91,989	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	28,581,158	3,065,289	3,474,545	18,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	40
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,653	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	43
30 Nov. '60	147.4	4.0	61.0	—	146	64	5,006	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	18½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	80	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	48,677	1,234,597	471,712	6½	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	8½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,650	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----	2,158,000	50.0	147,231	208,430	96,571	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	884,000	----	----	109.6	----	283,263	151,536	6	----
— —	'58	40.3	—	----	----	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan.	'59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	—	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	—	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	607	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— —	'58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— —	'58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— —	'60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,565	----	50.0	31,300	32,670	—	----
1 May	'60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— —	'59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— —	'59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May,	'61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----	90.7	118,219	183,750	92,683	—	80
31 Aug.	'60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug.	'60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	----	62.0	142,839	150,3[illegible]	30,288	—	----
31 Aug.	'60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,317	775,569	127,727	—	----
31 Aug.	'60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	----	1,380,695	ope	r. by Vt.	Central	----	—	97½
31 Aug.	'60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug.	'60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug,	'59	41.3	—	—	122.1	----	----	----	Alex., Loudonn & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	----	----	----	—	----
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep.	'59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep.	'60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep.	'59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep.	'59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep.	'60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,823	----	78.6	159,981	279,945	145,385	7	77
30 Sep.	'59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan.	'60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep.	'60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun.	'60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep.	'59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar.	'59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec.	'58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— —	'57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----	42.0	10 mos.	60,066	—	—	----
31 Dec.	'60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----	883,186	439,943	—	23
— —	'57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May,	'61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22[illegible],850	68,438	—	----
— —	'58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July	'59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	----
— —	'59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	11
— —	'59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep.	'58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— —	'59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
— —	'59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
— —	'59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
— —	'59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
— —	'59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
31 Oct.	'60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108 0	193,633	116,225	41,985	—	----
30 July,	'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
— —	'59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
.. Dec	'60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----	1,550,873	1,936,131	12	120

New York Stock Exchange.

Sale Prices for the week ending Nov. 13, 1861.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13.
FEDERAL STOCKS:—						
U. S. 5s, 1871	....	....	84¾	....	....	85¾
U. S. 5s, 1874	85	....	84½	....	85	85¾
U. S. 5s, 1865	....	....	....	....	....	....
U. S. 6s, 1881, reg.	94	94	94½	....	94¼	....
U. S. 6s, 1881, cou.	....	94½	94½	....	94⅝	94½
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	....	....	....	....
U. S. 6s, 1868	....	....	....	....	....	94
Treas. 12 p. c. notes	....	....	....	....	....	....
" 6 " 2 years	....	....	....	....	....	....
STATE STOCKS:—						
California 7s	81½	....	....	....	81½	82½
Georgia 6s	....	....	....	....	....	66
Illinois 6s	82	81½	81	80	81	81
" Canal bonds	....	....	79¾	....	80½	80½
Indiana 5s	....	....	....	....	....	79
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	59½	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	82
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	43½	43½	43½	44½	44½	45½
Do. iss. to H.& St.J.R.	....	....	....	....	48	....
New York 6s, 1872	....	....	....	....	....	103½
North Carolina 6s	....	....	....	60½	....	59
South Carolina 6s	....	....	....	54	....	....
Ohio 6s	....	....	....	90½	....	....
Tennessee 6s, 1890	....	....	....	43	43	43½
Virginia 6s	49	48	48	48	....	....
RAILROAD SHARES:—						
Buffalo & State Line	....	....	....	110	....	....
Chicago, Burl. and Q.	65½	65½	65½	65½	65⅞	66
Chicago and Rock Isl.	52¾	53½	52½	54	55½	57½
Clev., Col. and Cin.	....	....	....	....	97¼	98
Clev. and Pittsburg	....	....	....	....	11½	12
Clev. and Toledo	36¾	36⅞	36¾	37	37½	38½
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	....	70	70	....	71	72⅞
Hudson River	39⅝	40½	40	40½	40½	40⅝
Illinois Central (scrip)	62½	63	62⅝	63	....	65½
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	50	50⅝	50½	52	52½	54½
M. S. and N. I. guar'd.	39½	39½	39	39⅝	....	40½
M. S. and N. I.	19	19	18⅞	19½	19½	20
Mil. and P. du Chien	....	19	20½	21	22	23
M. and P.du C. 1st pref.	....	....	....	78	....	....
M. and P.du C. 2d pref.	58	59	....	60	....	63½
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	78⅞	79	79	79½	79⅞	80½
Erie	32½	33	32½	33½	34	34½
Erie pref.	57½	58½	57½	59⅝	59½	60½
Erie Assessment Scrip	....	....	....	75	....	....
N. York and Harlem	12⅝	....	....	12⅞	13	13⅝
N. Y. and H. "pref."	32½	33	....	33	33	35½
Panama	118	118½	118½	....	120	....
Phila. and Reading	....	35½	35½	....	35½	36½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N.W. 1st M.	....	....	....	39¾	39¾	40
" " 2d M.	13½	....	....	13	....	....
" " S. F.	81	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	76½	76½	....	....	....	....
Chi., Bur. and Q. 8 p.c.	....	....	93	....	....	....
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D.L.& W. 1M. 8p.c. '71-5	....	....	....	....	....	97
" 2M. 8p.c. '81	....	88	....	88	....	....
Gal. and Ch. 1M. 8p.c. '63	....	98¾	....	....	....	....
" 2M. 8p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7p.c. '69	105½	....	....	....	105½	....
" 2M. 7p.c. '60	....	....	....	....	....	....
" 3 M. 7p.c. '75	....	....	....	....	....	....
" sink. fund.	97	97	....	....	....	....
Illinois Centr. 7 p.c. '75	....	88¾	....	88½	....	88¾
" " 6p.c. '75	....	88¾	....	88½	....	88¾
L. Erie & Wab. 1 M.	....	72	72	71	72½	....
" " 2 M.	....	....	....	42	....	....
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	92	....	....	....	....	....
" conv. 8p.c. '69	....	....	....	....	95½	....
Mich. Southern 1st M.	80½	....	....	....	....	....
" " 2d M. Ass.	60½	....	60	60½	....	60½
" " 2d M.	....	....	....	72	....	....
" " S. F.	78	78	78	....	78	....
M.S.& N.I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	80½	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y. C. 6p.c. certif. '83	....	....	....	....	....	....
" 1 M. 7 p.c. '64	....	....	....	....	....	....
" bonds 1870	....	....	....	....	....	....
N.Y.& E. 1 M. 7 p.c. '67	....	....	102½	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	86½	87	....
" 4 M. 7 p.c. '80	....	76½	....	76½	76½	77
" 5 M. 7 p.c. '83	....	75	76	....	....	75½
" conv. 7p.c. '62	....	....	....	....	....	....
" " 7p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N.Y. & H. 1 M. 7p.c. '73	93½	....	....	....	....	....
" 2 M. 7p.c. '64	....	....	....	....	....	....
" 3 M. 7p.c. '67	....	....	....	....	....	....
MISCELLANEOUS:—						
Del. and Hud. Canal	84	....	....	....	85	85½
Penn'a Coal Co.	....	....	....	78	....	....
Pacific Mail S. S. Co.	99½	99	98½	94½	98	99½

The following are the closing prices in the London Market on the 1st November:

United States 5s, 1874	74½	to	75½
Virginia 6s	46	"	48½
Erie shares, ex assessment scrip	26	"	27
Erie shares, 7 per cent. preference	43½	"	44½
Erie shares, assessment scrip	1½	"	2½
Illinois Central 6s, 1875 x. c.	77	"	79
Illinois Central 7s, 1875	79½	"	80½
Illinois Central $100 shares, $80 paid, dis.	38	"	37
Illinois Central, all paid	61	"	63
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882 x.c.	83	"	85
Michigan South. and North. Indiana 7s, 1885	65	"	70
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	..	"	..
New York Central $100 shares	69½	"	70½
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	88	"	90
New York and Erie, 3d mort., '83, assented	76	"	77
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	..	"	..
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 Shares	34	"	36
Philadelphia and Reading $50 shares	15	"	20

American Railroad Journal.

Saturday, November 16, 1861.

Share and Money Market.

The Share Market, under the favorable news from the great expedition, is very buoyant, prices having advanced in many instances two and three per cent. The success of the expedition seems to have been complete, and is justly regarded as a very great step toward the pacification of the country. Government securities are buoyant. Shares are influenced as well by the excellent traffic of the roads, as the favorable aspect of political affairs. The most buoyant stock on the list is Erie Preferred. The certainty that the Erie and Central Railroads must be the avenues through which the West must receive its merchandise, formerly sent up the Mississippi, has been a powerful element in the advance of their shares. The 4th and 5th class bonds of the Erie have also largely advanced. There is a steady improvement in railroad bonds of all classes. Money is abundant, and although there is an active demand, the supply is ample. The aspect of affairs for months past have not been so hopeful as now, with the feeling consequent upon success, it is fair to suppose that the market will nearly, if not quite, reach the prices which prevailed before the outbreak of the rebellion.

Holders of second mortgage b nds of the New York and Erie Railroad Company not yet extended for twenty years, are requested to present bonds without delay at the office of the company, at the foot of Dnane st., for extension. Those unwilling to extend will receive par and interest for their bonds, from parties who are willing to extend them, on presenting them at said office on Tuesday and Thursday of each week, at from 10 to 12 o'clock, until the 1st day of December.

The Pacific Mail Steamship Company has declared a dividend of 5 per cent., at the rate of 20 per cent. per annum, payable on the 13th inst.

The coupons due December 1st, on Milwaukee City Re-adjustment bonds will now be paid on presentation at the office of W. Schall & Co., No. 58 Exchange Place.

By an order of the United States Circuit Court for the Southern District of Ohio, the Receiver of the Central Ohio Railroad, is authorized to pay the coupons on the first mortgage bonds maturing 1st November, 1857, and 1st February, 1858. Holders of coupons must present the same at the Receiver's office at Zanesville, Ohio, and can be paid in Ohio or New York funds.

The Pennsylvania Railroad Company have made the usual semi-annual dividend of 3 per cent., payable on and after the 15th inst.

The Northern Railroad, N. H., has declared a dividend of two dollars per share, payable Dec. 2.

The Warwick Valley Railroad is about completed. It was expected that the rails would be laid to the village of Warwick this week.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of November 16, were as follows:

London—60 days' sight	108¼ per cent.
London—3 days' sight	109¼ "
Paris—60 days' sight, per dollar	5f. 27½c.
Paris—3 days' sight, per dollar	5f. 22½c.
Amsterdam—60 days' sight, per guilder	40⅜c.
Hamburg—60 days' sight, per marc banco	35¾c.
Frankfort—60 days' sight, per florin	40¾c.
Bremen—60 days' sight, per rix dollar	78¼c.

Louisville and Nashville Railroad.

The annual meeting of the stockholders in this road was held in Louisville on the 7th of October, at which the reports of the directors and officers were presented, an abstract of which is given elsewhere. Also the report of the Examining Committee appointed at the previous annual meeting; and the Secretary's statement showing the condition of the road and branches on the 1st of October. We shall give attention to the two last in a subsequent number. The following gentlemen were elected directors to serve for the ensuing year: James Guthrie, Thos. Quigley, H. D. Newcomb, James B. Wilder, U. E. Ewing, James Speed and W. F. Cooper.

Attached to the report are supplemental reports (Nos. 1 and 2) of the President, recounting the seizure by the military authorities of the State of Tennessee of a large portion of the road, engines, cars, wood, materials, etc. From the 1st of these, we learn that on the 4th of July the passenger, freight and construction trains operating in Tennessee were seized by order of the Governor of that State, who has retained them, and is, and has been, operating the 45 miles of the road in that State. The moveable property thus seized and retained consisted of 5 locomotives, 3 passenger and baggage, 49 box, 14 flat, 1 rack, 3 caboose and 3 boarding cars, together with material, tools, cross ties, wood and stone, valued at $110,277 14. If to this be added the value of the road, the total amount will be $1,949,662 40, and worth to the company in connection with the balance of the road at least 8 per cent. per annum, and the cost after keeping the same in repair.

The 2d supplemental report states that on the 1st of September, the Memphis Branch and the Main Stem from the Tennessee State line north to the junction of the Lebanon Branch was also seized by the military authorities, together with the motive power, rolling stock, wood, material, etc. upon the same. The railroad bridge over Rolling Fork of Salt river was burnt, and since

that time, the railroad bridges over Nolin river and Bacon Creek have been burnt by said forces. The moveable property thus seized consisted of 11 locomotives, 8 passenger, 3 baggage, 94 box, 9 rack, 54 flat and 2 boarding cars, which, together with the wood material, tools, etc., were valued at $247,019 89. The estimated expenditures required to restore the bridges to their former condition is $20,600. Add the loss stated above, $110,277 14, makes the loss in motive power, rolling stock, wood, bridges, etc., $377,897 03. Besides the profitable business of the road has been entirely destroyed. A fair estimate of the net earnings of the road, but for these obstructions to its business by the war, may be set down at not less than $600,000 per annum with the road, motive power and rolling stock in a constantly improving condition. Now the company will not only lose a fair annual income from the investment, but an additional loss in the deterioration of all the items of the investment nearly if not quite equal to the annual loss of net income as above stated.

Russia--Its Energy and Enterprise.

From the report of the council of administration of the Great Russian Railway, recently presented to a general meeting, of that widely scattered proprietary, it appears that on January 27th, 1860, the section from Pskow to Ostrow, extending over 49 verstes, was opened for traffic; and on November 8th, 191 verstes more were completed, making the length finished upon the Varsovian line 497 verstes. On 11th April last the branch from Kowno to the Prussian frontier, 81 verstes in length, was finished; and on 14th June the section from Moscow to Vladimir was executed, so that the company has now 756 verstes in full working. At the end of the current year, the entire line from St. Petersburg to the Prussian frontier will be opened for public traffic, and so unite the capital of the empire to the other great lines of Continental Europe. Finally, in the course of next spring, the company will complete the whole network which it undertook by opening to the public the portion of the Varsovian between Landwaroff and Varsovia, and the last part of the line from Moscow to Nijni. The council of administration refers with pride to the rapidity with which the works have been executed, and contends that it has opened more miles per annum than any other company formed in England or Europe. Thus by next spring the undertaking achieved will comprise 1,614 verstes, or 1,722 kilometres (a kilometre, we beg to remind the reader, is 0.62 mile English), executed in five years, being at the rate of 344 kilometres per annum. In France the average length of line constructed by the Lyons-Mediterranean has been 107½ kilometres per annum; by the Southern, 105; by the Eastern, 99½; so that the united efforts of the three great French companies have not equalled what has been achieved by the Great Russian in presence of a climate admitting only about half the number of working days enjoyed by the west of Europe. In Canada again, observes the Russian administration, the Grand Trunk system was only executed at the rate of 225 kilometres per annum, to say nothing of the Victoria bridge which was not completed till a year and a-half had elapsed after the opening of the remainder of the undertaking; while in British India eight companies organized for the execution of distinct lines, extending altogether over 8,000 kilometres, have at present, after struggling on for ten years, only executed a fifth of their contemplated task, or about 1,600 kilometres. Already the Great Russian has doubled the extent of railway communication which Russia enjoyed when it commenced operations; and in a few months more it will have tripled that amount, while, it is alleged, the rapidity of execution has not in any way compromised the safety of the works. The administration justly observes that two principles may be followed in the construction of railways. According to the first, everything is made subordinate to an extreme reduction in the expenses attending the first establishment, without any regard being had to the working expenses resulting from insufficiency of original construction. The rails in such a case are light; the gradients very heavy; the curves of limited radius; and timber enters, to the exclusion of everything else, into the construction of buildings, bridges, etc. The consequence is that, in working, only small engines of limited power can be employed, while the number of trains is unduly multiplied, as it is necessary to reduce the weight of each of them; hence the working expenses are increased and the net profit reduced almost to nothing. By the other system of construction, on the contrary, besides real economy of construction, which ought always to be borne in mind by the engineer, economy is also observable in the working expenses; the gradients are moderate; the curves have a liberal radius; the buildings and bridges are of a solid and permanent character; the rails are heavy and capable of resistance; and the employment of powerful engines enables the weight of the trains to be increased and their number consequently reduced. If by this latter system the construction involves a larger outlay, the working is effected at less expense and the net product is larger. The council, in adopting the more solid and durable policy, believes that it has best promoted the objects of the enterprise and the views of the Government; for, in obtaining economic conditions of working, it has adopted the surest means of securing dividends on the shares and a liquidation of accounts with the State.

The original estimates which served as a basis of the concession granted by the Government have been exceeded; and this is attributed to the rapid and unforeseen advance in the price of labor, the fall of the course of exchange, the depreciation of the rouble, the sacrifices necessary for supplying the absence of local resources, etc Deducting from the outlay these charges for interest and exchange, the total expenses incurred for rolling stock, construction and material of way, and charges for management, amounted, in round figures, to 129,000,000 roubles, or 74,000 roubles per verste. To this must be added 18,000,000 roubles expended by the State on the Varsovian line, making the total cost of the 1,614 verstes 137,500,000 roubles, or 85,000 roubles per verste; or, in English money and measures, about £16,500 per mile;—a tolerable sum, considering the nature of much of the ground traversed. The administration of the company comforts the shareholders by stating that the averag cost of the French lines (calculating the value of the rouble at 3f. 70c.) was 111,566 per verst—we prefer to employ the Russian measures for the nonce by way of rendering the comparison more readily obvious and forcible; of the Dutch lines, 85,281 roubles per verst; of the Belgian State lines, 98,-095 roubles per verst; of the line from Berlin to Potsdam-Magdebourg, 95,828 roubles por verst; on the Cologne-Minden, 96,471 roubles per verst; on the Rhenish lines, 101,954 roubles per verst; and on the Aix-la-Chapelle, Maestricht' and Haaselt line, 92,205 roubles per verst. The administration admits that many lines could be cited which have cost less than the company's system, but it urges, on the other hand, that many have cost far more, the English lines averaging 130,000 roubles per verste, and one French line, the Rouen and Havre, 182,000 roubles per verste. If should be further borne in mind that the period during which work can be carried on in the open air is only one-half what is practicable in Western Europe; that the population is less dense than in France, Belgium, or Germany, which have supplied the comparisons cited; that in Russia materials of construction are procured with more difficulty and considerably more expense (for local resources proving insufficient, it was often found necessary to create new establishments for bricks, lime, etc.); and that iron works and other establishments which should contribute to the creation of railways do not yet exist in Russia. The Nicholas line—created by the imperious genius of the late Czar—cost 121,420 roubles per verst, while the experience since gained in railway construction has enabled the present company to form its system at 85,000 roubles per verst, although the increased prices of materials and labor have more than swallowed up the savings effected by improvements in matters of detail. On the whole, the council of administration is of opinion that it has been enabled, in the face of many exceptional and unforeseen difficulties, to execute a series of lines, which in regard to solidity and cost of construction, as well as probable expenses of working, will be found to compare advantageously with the greater part of the railways of Europe.

Alexandria, Loudoun and Hampshire R. R.

This company was chartered March 15th, 1853, with a capital of $3,500,000 and authorized to construct a railroad from Alexandria to Paddytown, a distance of 160 miles. A company occupying the eastern part of the same route had been previously (March 20, 1847) incorporate under the title of the Alexandria and Harper' Ferry Railroad Company. The company was organized October 20, 1853, and the survey of the route immediately undertaken. The work of construction was commenced in February, 1855, and the road completed from Alexandria to Herndon, 22.60 miles, in September, 1859; to Farmwell, 31 miles, in January, 1860; to Leesburg, 37 miles, in May, 1860; and to Clark's Gap 41.51 miles in the spring of 1861. By an act passed February 15, 1854, the company acquired the right to extend the road beyond Paddytown to any point in the county of Hampshire. On the 9th of February, 1860, an act was passed authorizing a further subscription of $600,000 by the Board of Public Works upon the usual proportion of three-fifths to two-fifths. The requisite subscription of the two-fifths remains to be made. At the annual

meeting of the stockholders, Oct. 31, 1860, a resolution was passed authorizing the directors to borrow money for the purpose of completing the road as far west as Winchester, via Berryville, and to issue proper certificates of such loans, and to pledge the property of the company for the payment of the same and the interest to arise thereon. The amount of capital stock paid in is as follows:

By the State of Virginia	$976,748
By other shareholders	654,500
Totai	$1,631,248

The company has no funded debt.

Upon the completion of the road to Farmwell, the board, deeming it advisable to commence the running of the trains in connection with the line of coaches then carrying the mails to Winchester, made an arrangement for the purpose with S. G. Miller, Esq., the contractor for building the road, to continue until the track should be laid to Leesburg, allowing him one-half the gross earnings in full of all expenses. This arrangement terminated on the 19th of May, 1860, and on the 21st the road was put in charge of the general superintendent. During the time the road was operated by the contractor, from Jan. 16th to May 19th, 1860, the receipts were $3,422 95; and from May 21st to Sept. 30th, $9,895 97—making a total of $13,318 92, viz:

From passengers	$7,495 36
" freight	5,018 76
" mail	804 80
Total	$13,318 92

—and for yearly and commutation tickets $172 38.

The expenses of operating and maintaining the road during the same time, including the amount ($1,432 09) paid S. G. Miller, was $5,817 56.

The company own three locomotives; 4 passenger and baggage, 21 flat, 15 box, 4 hand and 2 dirt cars.

The cost of road and equipment, September 30, 1860, was as follows:

Engineering	$93,157 30
Graduation	545,456 94
Masonry	186,719 28
Road superstructures	425,945 20
Bridge "	45,000 00
Right of way	70,045 70
Depot grounds	16,345 98
Buildings	45,000 00
Equipment	69,680 37
Salaries and incidentals	37,944 39
Interest	18,670 48
Loss on State stocks	62,892 20
	$1,576,857 84

GENERAL STATEMENT; OCTOBER 1, 1860.

Construction and buildings	$1,208,121 42
Lands, right of way, etc.	86,391 68
Locomotive and cars	69,680 37
Engineering	93,157 30
Salaries, etc.	37,944 39
Interest	18,670 48
Loss on State stock	62,892 20
Bills receivable	8,433 29
Clark Co. bonds	51,900 00
Virginia State stock	19,000 00
Leesburg corporation bonds	10,000 00
Repairs to road-bed and bridges	11,304 37
Miscellaneous	52,612 18
Cash in bank	2,141 19
	$1,732,248 87

Capital stock	$1,631,248 00
J. Osborn's bequest	5,699 64
Passenger and freight transportation	11,215 26
Bills payable	75,321 82
Due for duties on rails	3,864 67
" officers, engineers, etc.	4,796 76
Checks outstanding	102 72
	$1,732,248 87

ABSTRACT OF GENERAL ACCOUNT FROM COMMENCEMENT ANNUALLY.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
	$	$	$	$	$	$	$	$
Subscription—State	7,800	24,600	86,748	358,248	510,313	592,748	811,748	976,748
" General	5,860	18,531	58,070	172,843	231,337	341,905	562,270	654,500
Bills payable			7,796	120,096	250,641	50,259	88,031	75,822
Other credits	19	1,520	1,703	27,590	41,070	7,874	41,145	25,679
	13,679	44,651	154,317	678,777	1,033,361	992,786	1,594,194	1,732,249
Construction								
Lands & right of way			45,266	259,818	403,674	656,084	1,039,421	1,208,122
Rolling stock			25,427	54,606	67,443	70,507	85,996	86,392
Engin'g. agencies, etc.	12,722						42,000	69,680
Virginia State stock		44,527	57,673	106,459	144,681	148,639	178,835	276,581
Clarke County bonds			18,000	181,464	245,565	24,000	98,000	19,000
Leesburg Cor. "							81,000	51,500
Bills receivable				6,001	10,893	2,745	4,150	10,000
Sundries	957	123	2,163	5,788	67,429	811	4,792	8,433
	13,679	44,651	154,317	678,777	1,033,361	902,786	1,594,194	1,732,249

The road is well supplied with passenger and freight houses at all the stations; a general depot at Alexandria, and car and engine houses at either termini.

The office of the company is at Alexandria, Va. The officers are:

President—LEWIS MCKENZIE.

General Sup't—WASHINGTON BLYTHE.

Treasurer—RUBEN JOHNSON.

Street Tramways.

The grand jury at the Surrey Quarter Sessions at Kington have returned a true bill against Mr. G. F. Train and several vestrymen of Lambeth for a nuisance committed by obstructing the thoroughfare in the Kennington and Westminister roads. The names of the other persons included in the indictment are—Messrs. Hathaway, M'Intosh, J. T. Mitchell, F. Doulton, E Harrison, T. H. Fowler, J. Purssey, J. Williams, H. A. Kennan, W. Jeffree, J. W. Stratton, T. Giles, and R. Taylor. The indictment contains five counts. The first charges the defendants with obstructing the free passage on the said highways by placing thereon iron rails, and thereby rendering the said roads unsafe for the passage of vehicles and horses. Other counts charge the defendants with digging divers large holes and breaking up the roads; and other counts charge the defendants with conspiring together for the purpose of effecting the said objects. The names of 23 witnesses, including several of the principal inhabitants of the parish and of the adjoining districts, were endorsed on the bill, but the grand jury did not deem it necessary to examine more than seven of them. The object of this indictment is, of course, not to inflict punishment upon the defendants, but merely to abate what the parties consider to be a nuisance. It is not improbable that the proceedings will be removed to the Court of Queen's Bench, in order to have all legal questions arising in the case fully argued.—*Herapath.*

Movement of Breadstuffs at Chicago.

Receipts of breadstuffs at Chicago.

	Week ending Oct. 26.	Since Jan. 1.	Same time 1860.
Flour, bbls.	42,902	1,256,620	511,808
Wheat, bush.	653,440	16,043,006	12,575,336
Corn, bush.	599,180	24,874,003	15,064,655
Oats, bush.	30,350	1,245,058	1,490,054
Rye, bush.	19,620	332,841	271,517
Barley, bush.	13,696	471,169	483,498

Shipment of breadstuffs from Chicago.

	Week ending Oct. 26.	Since Jan. 1.	Same time 1860.
Flour, bbls.	50,213	1,323,201	547,096
Wheat, bush.	564,035	13,998,934	11,177,670
Corn, bush.	566,020	22,465,684	13,099,774
Oats, bush.	6,893	1,606,127	903,038
Rye, bush.	1,308	326,612	101,429
Barley, bush.	1,001	149,594	212,352

Quotations at the Stock Exchange for Oct.

We give herewith the highest quotations, "bid," at the New York Stock Exchange for the month of October, for the shares and bonds most current in the market. The lowest quotations in most instances were upon the first day of the month. The advance, which, in some cases was as high as ten per cent., was in the two first weeks of the month, with the exception of Erie Common and Preferred shares, and bonds. These were highest at the close of the month. The securities of this company engross public attention at the present time, more than those of any other road.

For the list generally, the highest point reached was on the 15th; after which the market fell off rapidly, from which it has not, with a few exceptions, yet fully recovered. The tendency at the present is an upward one. The following statement will show the per cent. of advance of the list given for the month.

Name of Securities.	Advance per cent. for the month.
Michigan Central Shares	11
Harlem Preferred "	9½
Michigan Central "	9½
Erie Common "	9
Erie Guaranteed "	8½
Cleveland & Toledo "	8½
Erie 4th mortgage 7s	7½
Pacific Mail Shares	7½
Chicago & Rock Island Shares	7½
New York Central "	6½
Hudson River "	6½
Missouri 6s	6½
Michigan Southern 2d mort. 7s	6
Chi. Bord. and Quincy Shares	4½
Illinois Central "	4½
Mich. South. Sinking Fund 7s	4½

Name of Securities.	Advance per cent. for the month.
Michigan Central 8s	4
U. S. Coupon 6s, 1881	3½
" Registered 6s, 1881	3½
" Coupons 5s, 1874	3½
Hudson River 2d mortgage 7s	3½
Illinois Central 7s	3½
United States 6s, 1867	2½
Erie 2d mortgage 7s	2½
Tennessee 6s	2½
Ohio 6s, 1886	2½
Galena and Chicago Shares	2½
United States 6s, 1865	2
New York Central 6s	1½
New York Central 7s	1½
Erie 2d mortgage 7s	1½
Chicago, Burl. & Quincy 8s	1

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Conp.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	58
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	82
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ¾ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	60
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa:				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	103½
2d Mortgage	600,000	7	1875	102½
*Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. ('860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1rt Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	94
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	40½
2d Mortgage	2,000,000	7	------	13

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	76½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,500,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	98½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98½
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95

Description.	Amount.	Interest.	Due.	Price.
*Great Western, Ill.:				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,380,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105½
2d Mortgage	2,000,000	7	1860	96
3d Mortgage	1,840,000	7	1875	77
Convertible	1,002,000	7	1867	68
Illinois Central:				
Optional Right Scrip	33,000	7	1868	68½
Construction	12,885,000	7	1875	88½
Construction	4,115,000	6	1875	88½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,509,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11
2d Land Grant (Western Div.)	353,600	†	------	11
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	872,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1886	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6		----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	94½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	92
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	80½
Northern Indiana, 1st	985,000	7	1861	80½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	78
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1895	78
2d General Mortgage	2,465,000	7	1877	72
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	600,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	100
State Loan—Sch'dy and Troy	100,000	6	1867	92
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	90
Premium Consolidated Stock	7,745,000	6	1883	90
Real Estate	221,000	6	1883	90
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	102½
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	87
4th Mortgage (convertible)	3,729,000	7	1880	77
5th Mortgage	1,277,000	7	1883	75½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	90
2d Mortgage	1,000,000	7	1864	9
3d Mortgage	862,300	7	1867	7
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupone)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,500	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	81
2d Extension Mortgage	600,000	8	1873	82½
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1898	93½
2d Mortgage	2,319,000	6	1875	82
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	75½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	88
Mortgage	3,103,600	6	1870	79
Mortgage (convertible)	3,586,500	6	1886	70½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	70½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1868	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1868	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	91
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1866	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1868	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'75	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	70
2d Mortgage (convertible)	2,000,000	7†	'68–'70	31½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	72½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	42
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	148,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	61
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	180,000	6	1873	----

THE NEW YORK STOCK EXCHANGE.

Statement of the daily quotations of stock for October at the New York Stock Exchange.

Days of the Month.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
United States 6s, 1867.	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
United States 6s, 1881, Registered.	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
United States 6s, 1881, Coupon.	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
United States 5s, 1874, Coupon.	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
Ohio State 6s, 1886.	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Tennessee 6s, 1890-92.	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Virginia 6s.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Missouri 6s.	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
Pacific Mail.	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
New York Central Railroad.	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
Erie Railroad.	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Erie Railroad Preferred.	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Hudson River Railroad.	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
Reading Railroad.	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
Michigan Central Railroad.	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
Mich. S. & N. Indiana R. R., Prefer.	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31
Illinois Central Railroad.	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Galena and Chicago Railroad.	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Cleveland and Toledo Railroad.	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Chicago and Rock Island Railroad.	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Chicago, Burlington & Quincy R. R.	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
New York Central, 6s, 1883.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
New York Central, 7s, 1876.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Erie 2d 7s.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Erie 3d 7s, 1883.	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
Erie 4th.	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Hudson River 3d mortgage, 7s, 1875.	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
Harlem 2d mortgage 7s.	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Harlem 3d mortgage 7s.	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
Illinois Central Railroad 7s.	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
Michigan Central 8s, 1st mortgage.	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Michigan Sinking Fund 7s.	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
Michigan Southern 2d mortgage 7s.	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
Chicago, Burling. and Quincy 1st.	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Aver.	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93
High.	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Low.	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Range	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Journal of Patent Law.

PATENT RIGHTS: WHAT CONSTITUTES THE UNITY OF A MACHINE OR INVENTION: A NOVEL WAY OF REDUCING DAMAGES: POWER OF COURT IN EQUITY AND AT LAW AS TO DAMAGES.

We give this week the facts and decision in the case of *Livingston et al. vs. Jones et al.* just decided by the United States Circuit Court. It will be found to be a case of considerable interest to our general readers and of special importance to our mechanical and manufacturing subscribers.

Till within a few years past most of the door locks used in this country were imported from England. It was an important object therefor to discover or invent some plan by which this article could be made more cheaply and better than the imported notwithstanding the higher price of labor here. Such an inventor who, by bringing his invention into market, could expel the foreign article, would evidently be a public benefactor, the article of door-locks being one of immense consumption in this country; this object was in part effected by making the locks of cast iron; but a difficulty in the way of these cheaper productions was found in the fact that door locks had to be made right and left, and a lock made for a right hand door would have to be turned upside down in order to be used on a left hand door and *vice versa*. It became therefore a very important object to those who manufactured and to those who dealt in this article, that this difficulty of right and left hand locks should be somehow obviated and that every lock might be equally capable of use on right or left hand doors. An American named Sherwood, under whom the complainants claimed was the first to invent a mode of effecting this object, and soon succeeded in establishing a manufacture at once cheaper and better than the imported. His patent was for "a new and useful improvement in door-locks." There was necessarily in Sherwood improved locks a vast deal—much the greater part—of what had previously been in locks, and he claimed, of course, no merits for inventing door locks generally. "What I claim as my invention"—is the language of his application for letters—"is making the case of door-locks and latches double-faced or so finished that either side may be used for the outside, in order that the same lock may answer for a right or left hand door."

After Sherwood had obtained his patent and sold it to the plaintiffs (which it may be mentioned that he did for about $600) the respondents, Jones & Co., conceiving that the invention was without originality, undertook to disregard the patent, and during a term of two years and six days did disregard it and being able to sell for $31 per dozen, locks which it costs but $10 64 to make, their profits were large.

The owners of the Sherwood patent, however, the present plaintiffs, having filed a bill some time since in this court obtained a perpetual injunction and a decree and reference for account. The account being taken, it appeared that making a deduction for the interest of money invested in the manufacture, the costs of machinery, wear and tear, expenses of sales, insurance, agencies, transportation, bad debts, etc., the net profits upon all the locks (including every part of the locks) hich the defendants made or sold, were $13,282 93. But the defendants denied that they were liable to profits on the whole locks or for any profits except those properly springing from the case of the lock; that part of it alone of which Sherwood claimed to be the inventor; their idea was that they could apportion this sum of $13,282 93, reported as their profits to the different parts of the lock: the profits on each part being fixed on an arithmetical proportion to the cost of each.

The account then would stand thus:

Profits on the case (the improvement for which Sherwood got his patent)	$3,123 48
Do. latch and kepper	1,221 53
Do. other parts of the lock	4,577 01
Do. trimmings	4,360 91
Total	$13,282 93

The questions now before the court therefore were:

I. Whether the repondents were to be charged with $3,123 48, profits on the case alone on the basis of computation just stated, or with $3,123 48, profits on the whole lock.

II. Whether assuming as proved that the violation has been wilful and gross, the court in a form of proceeding coming from a bill in equity, could treble the damages.

The following is that portion of the opinion of the court which we deem essential to a full understanding of the decision of the case.

GRIER, J.—The great question of the case now recurs: Is this Janus-faced lock a peculiar and distinct machine introduced into market as a cheaper and better article than other machines without the peculiar characteristic of the patented one? Does the value of the patent to its owners consist in the close monopoly of the right to make and sell this species of lock as one individual machine. Has it peculiar characteristics which distinguish it from other machines of the same genus and which give it a peculiar value in the market? If so, the complainants have a right to demand that the defendants having infringed their exclusive right to make and sell this peculiar machine or manufacture, are justly liable to refund all the net profits made by such infringement. If, on the contrary, the patent is for some addition or improvement on an old and well known implement, or some separate part or device there-

of of small importance compared with the whole; if the license to use the improvement or addition was sold, as separate and distinct from the whole machine, the measure of damage would be the price of a license and not the profit made by the exclusive right to make and sell the whole machine.

The history of this invention, its object and result are fully stated in the case of Livingston & Co. *vs.* Jones & Co., between these same parties, when the originality of Sherwood's invention was assailed and are given again here in the reporter's statement.

The claim of the Sherwood patent was for "making the case of door-locks and latches, double-faced or so finished that either side may be used for the outside." The arrangements of the internal parts of the lock and devices necessary to such a lock are set forth in the specification. They were rather complex and required that in order to change the lock from a right hand to a left hand lock that it should be opened and some change made in the position and arrangement of the internal parts. For the purpose of the present discussion it is unnecessary to describe these devices. The name "Janus-faced" locks was given to this machine to distinguish it from others which had not its peculiar qualities.

Now it is evident that although the patent of Sherwood may be said to be for an improvement in the manufacture of locks a well known implement or machine; nevertheless the lock contrived by him was a new and distinct species having certain qualities differing from all other locks; that the Janus-faced lock is a specific article (although of the genus lock) known in the market as having peculiar value; and that the value of the monopoly granted by the patent consisted in the exclusive right to manufacture this peculiar machine without any competition, and have all the profits of such a monopoly. The respondents have made large gains by trespassing on the rights of the complainants. These profits he made by this trespass, justly belong to the true owner, they have partaken equally with the complainants in the profits of the monopoly granted to them alone without license, and in defiance of their rights, the only measure of the redress to which the complainants are entitled, is an account of the actual profits made by respondents. It has been argued that this is not full measure of compensation for the injury done to complainants, but it is all that can be made matter of account in equity; and that is specifically claimed in the bill and all that comes properly within the sphere of the remedies administered by a chancellor.

The machine being a unit, a specific article well known in the market, having peculiar value because of the patentee's discovery or invention, the attempt to arbitrarily divide the profits of the monopoly of the whole machine among its parts is without precedent and receives no countenance from the case of Seymour *vs.* McCormick.

Although the statute gives original cognizance of patent controversies equally to courts of equity as to courts of law, and consequently the chancelor may decide a controversy as to infringement without requiring a previous verdict in a court of law, yet it does not follow that all distinction as to the remedies granted by each tribunal is to be abolished, a court of law cannot issue an injunction, nor a court of equity take jurisdiction to enforce a penalty or merely primitive damages. Each court will give the remedy peculiar to its own functions; the remedies of a court of chancery are by injunction and account; penalties and vindictive damages can be recovered only in courts of law. Decree for $13,282 92.

Railroad Earnings--Monthly.

The earnings of the Chicago, Burlington and Quincy Railroad Line in October were:

	1860.	1861.
Freight	$136,559 41	$130,115 62
Passengers	39,502 69	25,472 84
Mails and miscellan's.	1,926 80	4,436 44
Total	$177,988 90	$160,024 90

Between Chicago and Burlington—210 miles:

	1860.	1861.
Freight	$147,490 94	$151,672 77
Passengers	45,810 06	29,965 69
Mails and miscellan's.	2,291 63	4,794 64
Total	$195,592 63	$186,433 10

Between Galesburg and Quincy—100 miles:

	1860.	1861.
Freight	$27,850 27	$19,384 23
Passengers	13,488 62	7,379 68
Mails and miscellan's.	2,531 69	854 51
Total	$43,870 58	$27,618 42
Aggreg. for 310 miles.	$239,463 21	$214,051 52
Decrease		$25,411 69

The statement of the Illinois Central Railroad for October is as follows:

Land Department.

Acres Construction Lands sold	5,388.99	for	$76,262 34
Acres Interest Fund L'ds sold	278.98	"	5,674 72
Acres Free Lands sold	1,759.51	"	25,575 40
Total sales during the month	7,427.48	for	$107,512 46
To which add Town Lot sales			484 20
Total of all			$107,996 66
Acres land sold since Jan'y 1, 1861	85,657.34	for	$1,300,550 61
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,345,930.80	for	17,448,534 52
Construction bonds canceled previous to October 31			$1,948,000 00
Collections in October on Construction bond account			63,000 00
Collection in October for free land and interest account			57,203 13
Total collections to Oct. 31, 1861			4,864,206 11

Traffic Department.

Receipts from Passengers		$76,371 70
" Freight		189,509 70
" Mails		6,358 34
" Rent of road		5,343 33
" Other sources		7,047 57
Total receipts for October, 1861		$284,630 64
Do. do. 1860		321,059 59
Total receipts since Jan'y 1, 1861		$2,373,124 78
Total receipts in corresponding period of 1860		2,196,489 08
Increase		$176,635 70

The receipts of the New York and Harlem Railroad for October, 1860, were ... $108,257 46
October, 1861 ... 97,845 24
Decrease ... $10,412 22

The earnings of the Milwaukee and Prairie du Chien Railroad, for Oct., 1861, were .. $177,879 07
Do., 1860 ... 163,615 13
Increase ... $14,263 94

The business of the Cleveland and Mahoning Railroad for October was as follows:

Passengers	$6,416 30
Freight	10,574 52
Coal	23,671 14
Ore	2,928 86
Mail	418 75
Gross earnings	$44,009 57
Expenses (including $2,000 for new rails ordered but not used)	14,242 71
Net earnings	$29,766 86

The receipts of the Chicago and Northwestern Railroad for October, 1861, were ... $108,737 28
Do. 1860 ... 105,059 22
Decrease ... $3,678 06

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad for the 4th week in October, 1861, were ... $59 382 71
Do., 1860 ... 52,779 02
Increase ... $6,603 69

The earnings of the Cleveland and Toledo Railroad for the week ending November 7, 1861, were ... $18,112
Do., 1860 ... 18,318
Decrease ... $206

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in Nov., were:

	1861.	1860.
Passengers	$4,555 75	$7,930 70
Freight	14,728 61	10,660 34
Sundries	815 33	858 83
Total	$20,099 69	$19,449 87
Increase	649 82	
Total this month to date	$20,099 68	$19,449 87
Total since Jan., 1st.	869,232 18	819,402 96

The earnings of the Chicago and Rock Island road, the 1st week in Nov., '61, were ... $32,979
Do. 1860 ... 24,582
Increase ... $8,397

The earnings of the Galena and Chicago Railroad the 1st week in Nov., 1861, were ... $48,749
Do., 1860 ... 38,956
Increase ... $9,793

The receipts of the Grand Trunk Railway of Canada for the week ending Nov. 2, were ... $100,975 43
Corresponding week, 1860 ... 84,866 82
Increase in 1861 ... $16,108 61
Total traffic from July 1st, 1861 ... $1,228,590 86
Corresponding period previous year. 1,210,155 85
Increase ... $18,435 01

The traffic of the Great Western Railway of Canada for the week ending Nov. 8, 1861, was as follows:

Passenger	$17,641 19
Freight and live stock	36,071 94
Mails and sundries	1,673 67
Total	$55,386 80
Corresponding week of last year	48,347 35
Increase	$7,039 45

The earnings of the Michigan Central Railroad, for the 1st week in Nov., 1861, were..$54,910 12
Do. 1860 ..... 48,865 31

Increase..... $6,044 81

The Milwaukee and Prairie du Chien Railroad earned for the 1st week in Nov., 1861. $43,187 29
Do., 1860 ..... 26,594 60

Increase $16,592 69

Movement of Specie at New York Port since January 1, 1861.

Received from California:

January.....	$4,185,105
February.....	3,622,892
March.....	2,370,897
April.....	2,951,253
May.....	1,377,927
June.....	$2,012,062
July.....	2,055,368
Aug.....	4,246,755
Sept.....	2,815,243
Oct.....	3,980,815—$29,217,218

Foreign Imports:

January.....	$7,262,229
February.....	2,274,040
March.....	5,546,408
April.....	1,964,001
May.....	3,496,812
June.....	$5,387,153
July.....	6,996,408
Aug.....	1,049,552
Sept.....	1,231,011
Oct.....	639,189—$35,829,957

Exported.....	$3,294,852
Sent inland.....	41,148,829
	$95,143,175
Balance in Bank and Sub-Treasury Nov. 1, 1861.....	44,443,675
	$50,700,000
In Bank and Sub-Treasury Nov. 1, 1860.....	27,900,000
" 1859.....	25,500,000
In Banks and Sub-Treasury, January 1, 1861.....	30,100,000

In addition to the importations at this port, about $8,000,000 have been imported in Boston. The total receipts from California have probably equalled $40,000,000, as at least one-third of the amount received from that quarter does not appear on any manifest. The total additions to the stock of specie in the country since Jan. 1, 1861 has probably equalled $85,000,000. By the first of January it will not much fall short of $100,000,000.

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 1, 1861.

THE annual election for Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the eleventh,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

JOHN V. L. PRUYN,
Secretary *pro tem.*

5t45

Railroad Supply Store
FOR SALE.

ONE of the oldest and best established Railroad Supply Stores, may be had very low, the present proprietors having other business requiring their whole attention. Address Wm. Kemlo, 34 Hawley st., Boston, or Box 1487, New York Post Office. 2t*

LOCOMOTIVES FOR

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860. tf



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of Imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

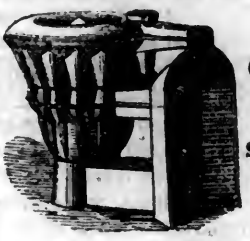
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York.



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, HY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
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PARLOR RADIATOR, &
GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a small, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

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Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight
KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less	10	cents	per 100 pounds.
50 " "	15	"	"
100 " "	25	"	"
150 " "	40	"	"
200 " "	50	"	"
300 " "	75	"	"
350 to 400 miles not exceeding	90	"	"

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000 pounds.
2 animals	4,000 "
3 "	5,000 "
4 horses	6,500 "
5 "	8,000 "
6 "	9,000 "
7 "	10,000 "
8 "	11,001 "
9 "	12,000 "

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 23, 1861.

The Government Loan and the Foreign Exchanges of the Country.

The banks of this city, during the recent visit of Mr. Secretary Chase, modified the agreement first entered into by substituting for the *third* instalment of $50,000,000 of seven and three-tenths per cents an equal amount of six per cents., payable in 20 years. The banks of Boston and Philadelphia will unquestionably make a similar change. Of the $250,000,000 loan, $100,000,000 was authorized to be made payable abroad, and sold, either at home or abroad, at a rate that would produce seven per cent. interest. The amount that can be issued under this provision will not probably exceed $50,000,000, as an equal sum will probably be exhausted by the issue of *demand* treasury notes.

The object of the banks in making the change was a security in a shape for permanent investment, and which might be more readily used than the seven and three-tenths three years bonds, or treasury notes, and which might be used abroad, should any apprehension arise on the score of the foreign exchanges. There are at present no indications that these will turn against us. On the contrary, there seems to be every probability that they will continue, as they now are, in our favor. Our exports largely exceed our imports, while the active foreign demand which still continues for produce, coupled with a high tariff, will probably maintain the former largely in excess.

The exports from this port, exclusive of specie, from the first of January, 1861, to the second week in November, was $117,742,798, against $85,527,846 for the same time in 1860. The imports, exclusive of bullion, for 1861 have been $112,629,123, against $206,057,343 in 1860. The excess of exports over imports at this port so far the present year has been equal to $5,118,675. The excess of imports over exports for a similar period in 1860 was $120,629,497, making a change in our favor at this port alone equal to $125,748,172.

To make up the balance against us last year, we shipped from this port, from January to November, $44,970,000 in specie, against $3,283,000 for 1861; and have this year imported into this city, and through Boston, on New York account, $44,018,000, to make good our balances against other countries. The change in the whole volume of the foreign trade of the city, exclusive of specie, has been equal to $125,693,272 in our favor. The corresponding change in the direction of the precious metals has been equal to $85,708,000.

Assuming the trade for 1860 to have been a healthy one, and, with the shipments of gold, the two sides of the great national ledger to have balanced each other, we are yet entitled to call for $39,985,272, to make good the indebtedness against other countries. Of course we shall not receive such an amount on account of existing indebtedness, whatever this may be, for we can not expect the result to realize exactly what the figures show. But the exhibit presented by these is certainly sufficient to relieve all apprehension that there is any balance against the country.

With regard to the future, against which the action of the banks is taken, by way of precaution, we do not see any cause for apprehension. The value of imports is still rapidly decreasing, and will continue to do so, at least till the tariff is modified. The imports for the last half of the year have equalled $1,200,000 per week, against $3,000,000 per week from January to July; the rate of falling off being 60 per cent. The importations for the first half of the year were on orders sent out before the rebellion was anticipated. The tendency is yet steadily toward a decline. Importations for the future must be chiefly confined to kinds of merchandize we can not produce—such as tea, coffee, sugar, wines and silks. It is not probable that the imports into this port of general merchandize for 1862, with a continuation of hostilities, will exceed $75,000,000, or into the whole country $100,000,000. The exports from this port alone for the present year will equal $145,000,000. There is every probability that they will be as great or greater next year, as large quantities of cotton and tobacco will unquestionably come forward through the interior routes.

Such is the condition and aspect of the foreign trade of the country. We do not propose to dwell upon the curious anomaly or vast changes it presents. The banks were influenced only by the wise policy of being prepared for any unforeseen emergency that might arise. The six per cents will sell at home better than the seven and three-tenths. Should exchange run up to the specie point, these bonds can be sold or hypothecated abroad, and drawn against till trade regulates itself, so as to restore the balance in our favor. By this time, we presume, the bonds of the United States could be sold in large quantities in Europe, and even in England if desired. The efforts made to destroy our credit in London were dictated rather by political considerations than to a distrust of our means. They will have very little influence over those seeking investment, and who consult safety and rate per cent., rather than the motives which influence cabinets and court circles. We have no doubt but that the whole of the six per cent. loan just taken could be readily disposed of in Europe; but we presume none will be offered, except upon the contingency assumed, which, apparently, is not

likely to occur. The capital of the country is ample for the wants of our government, and the spirit and patriotism of our people is such that every available dollar, if needed, will be proffered to it. The reduction in imports, fortunately, does not lessen the foreign demand for our products, which will take all we have to sell, and is so much added to our means available for the war. The concurrence of the foreign demand at the period of our domestic troubles is most fortunate. It has saved us from all financial disturbance. Thus far the expenditures made have exerted no tendency to make money scarce. It is more active, but is abundant, and can still be had for commercial purposes at rates as low as have, on the average, for years prevailed.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held at the office of the company in Baltimore on the 18th inst. Wm. McKim, Esq., was chosen Chairman, and Joshua I. Atkinson Secretary.

The President of the Company presented the following statement, which was read by the Secretary:

OFFICE BALTIMORE & OHIO R. R. Co.,
BALTIMORE, Oct. 1, 1861.

The charter of the Baltimore and Ohio Railroad Company makes it the duty of the President and Directors to exhibit to the regular annual meetings of the stockholders a clear and distinct statement of its affairs for the preceding year.

In accordance with this requirement, annual reports have heretofore been uniformly submitted.

On this occasion, however, the President and Directors find it impossible to accomplish the usual course, and in view of the condition of the road and the circumstances affecting the entire business of the company—which are too well known to require recapitulation—are obliged to postpone the accustomed statements.

Whilst this delay has become a necessity from the destruction of the bridges and much other property of the Company, especially from Harper's Ferry to Cumberland, and the consequent cessation of the use of the Main Stem between those points, it is hoped that at an early period the entire line can be re-opened.

So soon as this highly important result can be achieved, the Masters of Transportation, of Road and Machinery, will proceed to obtain the requisite data—to ascertain accurately the extent of damages, the state of the supplies—of the road and of the machinery, in order to prepare promptly the reports of their respective departments.

To meet the unprecedented crisis and the difficulties by which the Company has been surrounded promptly, vigorous and continued efforts have been made by the most careful and economical system in every branch of its affairs to protect and promote the interests of the Company. Full preparation is also being made to restore our great artery for effective service at the earliest practicable moment.

It is gratifying and proper to inform the stockholders that the first six months of the fiscal year presented a large, satisfactory and profitable traffic, and that notwithstanding the interruption of its business, the large destruction of its property, and the grave and varied embarrassments complicating the management, the Board have been able to meet all the engagements of the Company, and expect to continue to maintain its credit and financial position at that high, and reliable standard so important to all the great interests involved.

The full report of the affairs of the Company for the fiscal year will be furnished as early as the requisite statistics shall be obtained.

By order of the Board,
J. W. GARRETT, President.

After the statement had been read the meeting adjourned to proceed to the election of Directors for the ensuing year, and the following persons were chosed: John Hopkins, Samuel W. Smith, Francis Burns, William A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Richard H. Miles, William Heald, Galloway Cheston, William W. Taylor.

The only changes were in the cases of Messrs. Wesley Starr, Henry A. Thompson and Allen A. Chapman, who declined a re-election, and in whose places were put Messrs. Galloway Cheston, William Heald and William W. Taylor.

Louisville and Nashville Railroad.

REPORT OF THE COMMITTEE APPOINTED AT THE STOCKHOLDERS' MEETING, OCT. 1, 1860.

The undersigned, of the Committee to whom was referred, at the Stockholders' meeting in October, 1860, the proposition of the President and Directors of the Company for the establishment of a sinking fund, for the payment of interest and principal of the debt contracted in the construction of the road, and the proposition of Governor Helm upon the same subject, have considered the same, and report that, in their opinion, it would be prudent and proper to provide out of the net earnings of the road for the payment of the interest of the debt as it accrues, and also for the payment of the principal at maturity, to maintain the credit of the company, and prevent any large amount remaining unpaid, and thereby hazard the enforcement of the lien and a sale of the road, to the destruction of the interest of the stockholders.

They find the mortgage debt of the Main Stem to be $2,000,000, issued in bonds of $1,000 each, bearing seven per cent. interest, payable semi-annually, 1st January and 1st July, and dated 1st July, 1858, and falling due as follows:

100 *a*	7½	years, due Jan. 1,	1866	$100,000
100 *a*	8½	" "	1867	100,000
150 *a*	9½	" "	1868	150,000
150 *a*	10½	" "	1869	150,000
150 *a*	11½	" "	1870	150,000
150 *a*	12½	" "	1871	150,000
200 *a*	13½	" "	1872	200,000
200 *a*	14½	" "	1873	200,000
200 *a*	15½	" "	1874	200,000
200 *a*	16½	" "	1875	200,000
200 *a*	17½	" "	1876	200,000
200 *a*	18½	" "	1877	200,000

There is also a statutory lien in favor of the State of Tennessee, on the forty-five miles in that State, for the sum of $560,500, for that amount of State bonds loaned the company, bearing six per cent. interest, payable semi-annually, $405,500 falling due January 1st, 1892, and $155,000 1st January, 1898, and a debt of $1,000,000 of city of Louisville bonds of $1,000 each, bearing six per cent. interest, payable semi-annually, loaned the company, and falling due, $500,000 April 1st, 1886; $250,000 October 1st, 1886; $250,000 April 1st, 1887.

They find the debt of the Lebanon Branch as follows:—$225,000 Louisville City bonds, bearing six per cent., payable semi-annually, loaned the company, say $90,000, due 2d June, 1886, and $135,000 2d November, 1886, and $175,000 income bonds, bearing seven per cent. interest, payable semi-annually, and becoming due, 25,000 2d March, 1862; $25,000 2d June, 1862; $50,000 2d June, 1863; $50,000 2d June, 1864; $25,000 2d March, 1865.

They find the mortgage debt of the Memphis Branch to be $300,000, bearing seven per cent. interest, payable semi-annually, and becoming due, $50,000 May 1st, 1870; $50,000 May 1st, 1871; $50,000 May 1st, 1872; $50,000 May 1st, 1873; $50,000 May 1st, 1874; $50,000 May 1st, 1875; and a floating debt of $348,076 24, viz: Main Stem, $285,964 89; Lebanon Branch, $520.40; Memphis Branch, $61,586 95—$348,076 24.

They also find, from the report of A. Fink, Superintendent of Machinery and Road Department, that it will require the sum of $806,185 85 to complete the Main Stem and Branches, and fully equip them as first class roads, viz:

For the Main Stem	$613,314 62
For the Labanon Branch	62,871 23
For the Memphis Branch	130,000 00

They have referred to the last report of the President and Directors to the Stockholders, as to the question whether there is any difference in the rights of those who subscribed stock that was applied to the Main Stem, and of those who subscribed stock that was applied to a branch, on page six of that report, and have examined the charter and stock subscriptions, and are of opinion that their rights are equal and identical.

They have also examined the charter and its amendments as to the question raised in the resolution of Governor Helm, as to whether the rights, credits or profits of the Main Stem can be used or made liable for any debt or liability created to construct a branch, and *vice versa*, and the last report of the President and Directors upon that question, at page 6 and 7 of said report, and have verified the facts there stated, and come to the conclusion that the debt incurred in the construction of the Lebanon Branch was properly the debt of the company, and for which all the property of the Main Stem was liable, notwithstanding the 13th section of the amended charter of the 13th December, 1855; and that the company is as justly bound to provide for the existing debt of that branch as they are for the existing debt of the Main Stem; consequently, that there is no legal objection for providing for the payment of the interest and principal of that debt out of a sinking fund of the net earnings of the Main Stem and that branch.

They have made an examination of the cost of the Memphis Branch, its mortgage and floating debt, uncollected stock, and unsold mortgage bonds, and its probable business, and are of opinion that the assets and income of that Branch will prove sufficient to pay its interest, floating and mortgage debt, as it matures, and that there can be no objection to constitute a sinking fund out of the net earnings of the Main Stem and both the branches for the payment of the interest and principal of all the debts of the company; consequently, they deem it unnecessary to constitute a separate sinking fund for the payment of the interest and principal of that branch.

The annual interest of the mortgage debt of the Main Stem is	$140,000
Louisville City bonds	60,000
Tennessee State aid bonds	33,630
Lebanon branch income bonds	12,250
Louisville City bonds loaned that branch.	13,500
Memphis branch mortgage bonds	21,000
Interest on floating debt, and exchange, less interest on unsold bonds.	19,620
Total	$300,000

It will require $25,000 per month of net earnings to pay the interest on the debt until the amount shall be reduced by the payment of the floating debt, and the maturing lien debt.

To discharge the interest and principal debt as it becomes due, will require at least $400,000 per annum. A judicious and prompt application of such a fund would certainly prove sufficient to pay the interest and principal of the debt in the course of thirty years, and would accomplish it at an earlier day, provided the securities could be discharged in advance of their maturity at the current rate of discount now existing, or which in all probability will continue to exist. If, however, they should have to be paid off at their par value, the sinking fund would have to be aided by additions from the earnings, or by extending the debts.

The Committee propose the stockholders shall direct a sinking fund of $400,000 per annum of the net earnings of the road and branches, to be ex-

tablished for the payment of the interest of the debt, and the application of the surplus of the $400,000, after paying interest, and the residue of the net earnings, to the payment of the floating debt, and the completion of the road, until the floating debt is paid and the road finished, and then the surplus of the sinking fund to the payment of the principal of the debt, and the surplus earnings over the $400,000 to dividends amongst the stockholders, except in those years such overplus shall be needed in aid of the sinking fund for the payment of the mortgage debt, and that the sinking fund be under the management and control of the President and Directors of the Company; and further, that in making the annual report to the stockholders of the receipts and expenditures in operating the road, a report of the operation and effect of the sinking fund be also made to the stockholders.

The Committee also recommend that the stockholders accept as a part of the charter of the company, the act of the Legislature of Kentucky, approved the 16th day of May, 1862, entitled, "An act to amend the charter of the Louisville and Nashville Railroad Company," and which is as follows:

"SEC. 1. *Be it enacted by the General Assembly of the Commonwealth of Kentucky*, That the Louisville and Nashville Railroad Company is authorized to withdraw by purchase fractional shares of stock and of interest scrip, and to sell fractions to make full shares; and is also authorized to increase the capital stock of said company to an amount sufficient to represent the full cost of the road and branches in stock; also to liquidate any of the mortgage and other debts of the company by the issue of preferred stock entitling the holders to dividends at the rate of four per cent. half yearly on such stock.

"SEC. 2. This act to be in force when accepted by the stockholders at any regular or called meeting."

And that the President and Directors be authorized to purchase the fractions as provided in said act at the current market price thereof, and to resell them to those who desire to make full shares of stock at the same rate.

The Committee also recommend, in order to prevent the further accumulation of interest stock after the 1st of April, 1862, that in accordance with the charter, a dividend of one quarter of one per cent., payable in stock, be made as of the 1st of January, 1862, except the part of the dividend that may be payable to the county of Davidson on its stock, be credited to the $6,000 interest on its bonds for the years 1853–4, in accordance with the agreement between said county and the company.

They find the stock and stock liabilities of the company on the 1st of July, 1861, amounts to the sum of $5,631,469 65, as follows, to wit:

Main Stem	$4,384,602 99
Lebanon branch	509,842 19
Memphis branch	737,024 47

Add to the above $358,530 35, the estimated interest on the stock bearing interest, and a stock dividend of one quarter of one per cent., will make the stock of the company about $5,990,000.

One million dollars of the above stock is to be cancelled on company's paying the interest and principal of that amount of City of Louisville bonds advanced to the company under a contract to that purport.

When the company complies with said contract, the stock will be reduced to $4,990,000, and by adding that amount to the debt of the company, will stand $4,608,076 24-100, and make the stock and debt $9,598,076 24-100.

The Committee also recommend that it be left to the discretion of the President and Directors to make stock dividends from time to time, so that the debt and stock may represent the cost of the road, less the discount on county and company bonds.

G. W. MERIWETHER,
JOSHUA B. BOWLES,
FOSTER RAY,
JAMES GUTHRIE.

CONDENSED BALANCE SHEET, OCT. 1, 1861.

MAIN STEM.

Graduation and masonry		$2,285,731 29
Road superstructure		1,645,885 22
Equipment		564,200 51
Interest and discount		957,675 73
Depot grounds		101,971 55
Lands for road and stations		99,022 73
Depot buildings, stations, etc.		165,065 82
Cumberland River bridge		112,546 27
Bridge superstructure		171,118 77
Engineering expenses		228,847 84
Locomotive works		84,682 02
Other items of cost		199,304 42
Total cost of road		$6,616,052 17
Mortgage bonds	$261,000 00	
City, Co. & Leb. br. b'ds	82,600 00	
Promissory notes	11,923 54	
Due from Lebanon br'h,	121,596 15	
" transp. depart.	26,552 93	
Shop stock and stores	38,136 89	
Fuel	36,705 42	
Sundry balances	80,729 08	
Cash on hand	30,226 46	
		638,470 47
		$7,254,522 64
Capital stock		$4,385,349 18
Bills payable		220,275 64
Due contractors, etc.		4,395 51
Bonded debt		2,560,500 00
Net earnings for July and August		84,002 36
		$7,254,522 64

LEBANON BRANCH.

Graduation and masonry	$320,057 91
Road superstructure	324,807 03
Interest and discount	234,890 94
Lands for road and stations	5,794 98
Buildings	27,377 96
Bridge superstructure	46,833 63
Engineering, expenses, etc.	22,762 57
Other items of cost	45,388 72
Total cost	$1,027,813 74
Real estate and bills receivable	549 59
Running expenses and interest	3,638 41
	$1,032,001 74
Capital stock	$509,681 19
Due main stem	121,596 15
" sundry contractors	524 40
City of Louisville bonds loaned	225,000 00
Income bond account	175,009 00
	$1,032,001 74

MEMPHIS BRANCH.

Grading and masonry		$315,734 42
Road superstructure		377,241 05
Equipment		113,336 79
Interest and discount		151,784 69
Lands for road and stations		21,633 65
Buildings		35,513 72
Bridge superstructure		8,442 92
Engineering expenses		29,724 31
Other items of cost		11,055 84
Total cost		$1,064,467 39
Mortgage bonds	$38,000 00	
Due for bonds sold	860 94	
Running expenses and interest	3,085 64	41,946 58
		$1,106,413 97
Capital stock		737,024 47
Bills payable		50,933 96
Due sundry persons		1,304 06
" main stem		17,151 48
Mortgage bond account		300,000 00
		$1,106,413 97

CONSOLIDATED STATEMENT.

Cost of road and branches	$8,708,333 30
Resources	539,133 37
	$9,247,466 67
Capital stock	$5,632,254 79
Floating debt	277,433 57
Bonded debt	3,260,500 00
Net earnings for July and August	77,278 31
	$9,247,466 67

Public Debt of the United States, as it Stood on November 10, 1861.

Loan of 1842, 6 per cent.	$2,883,364
" 1847, 6 "	9,415,250
" 1848, 6 "	8,708,342
" 1858, 5 "	20,000,000
" 1860, 5 "	7,022,000
" 1861, 6 "	18,415,000
Texas indemnity, 5 per cent.	3,461,000
Texas debt	112,092
Oregon War debt, 6 per cent.	204,800
Treasury notes:	
Act of 23d December, 1857	664,200
" 17th December, 1860	9,433,950
" June, 1860, and February and March, 1861	10,405,950
Tariff act of March 2, 1861	4,655,900
Act of July 17, 1861	47,336,500
Total	$143,418,348

The above aggregate embraces the actual amount of bonds and treasury notes outstanding on the 16th instant. The debt, independent of that authorized by the act of July 17, 1861, was $96,081,848. The amount at any time outstanding can be ascertained by adding to the last named sum the loans under the act of July 17th.

Funded Debt of Michigan.

Six per cent.:

Full paid $5,000,000 loan, due January, 1863	$177,000
Adjusted " " " " "	1,737,185
Unadjusted " " " " "	91,992
Penitentary Bonds, due on demand	13,000
Renewal Bonds, due in 1878	216,000
Canal Bonds, guaranteed	100,000
	$2,335,177

Seven per cent.:

War Loan, due January 1, 1896	$500,000
Temporary War Bonds, due in 1878	50,000
Total debt	$2,885,177

The act authorizing the War Loan provided for the issue of $1,000,000. Not more than $500,000 will probably be issued.

Richmond, Fredericksburg and Potomac Railroad.

This Company was chartered on the 27th February, 1834, with a capital of $700,000 and power to increase it to $1,000,000, and authorized to construct a railroad from Richmond to Fredericksburg and thence to some point on the Potomac river. The State subscribed two-fifths of the stock. The charter was made perpetual and the capital exempted from taxation. The company was organized in June 1835. In December following the section between Richmond and North Anna river was placed under contract, and the remaining distance to Fredericksburg in the following year. On the 13th February, 1836, the road, extending from Richmond to the South Anna river, 19½ miles, was opened for public use, and on the 15th May thence to the North Anna, 25¼ miles. On the 15th June of the same year it was completed to Chesterfield, 28¾ miles, on the 2d August to Mattapong, 36½ miles, on the 14th September to Milford, 39½ miles, and on the 26th October to Downer's Bridges, 46½ miles from Richmond. The line was completed to Fredericksburg early in 1837. In the same year the road between Fredericksburg and the Acquia Creek was placed under contract; but for want of

funds and other interpositions was not completed until December, 1842. On the completion of the road to the Potomac an arrangement was made with a steamboat line for the conveyance of passengers between the northern terminus and Washington. In 1844, a partial consolidation with the Washington and Fredericksburg Steamboat Company was effected, the railroad company purchasing half the Steamboat Company's stock and agreeing to pay for its services one-fourth of the joint earnings. This allowance was subsequently raised to 30, and finally to 33⅓ per cent. In 1850, the company commenced to re-lay the road with a heavier rail, putting down a flat bar 2½ inches wide by ¾ inch thick. The original rail was 2 inches by ½ inch and at an early period had become much worn. The whole length of the road was re-laid within the next two years. The necessity of a still more substantial superstructure, however, was soon apparent, and in 1853, the company determined to re-construct to road, with an edge-rail weighing 54 pounds to the yard. The change was gradually made during the years 1854, '55 and '56. On the opening of the Louisa (now Virginia Central) Railroad in 1837 an arrangement was made with the Richmond, Fredericksburg and Potomac Company whereby the latter agreed to operate the road and take one-third of the passenger and one-half of the freight and mail earnings for its services—the Louisa Company agreeing to keep the road in repair, etc. At a subsequent date, the rate paid for operating the road was changed to one-half of the gross earnings from all sources. This agreement terminated on the 1st July, 1847, and from that date the Louisa Company conducted its own transportation, paying for the use of the road between the junction and Richmond a fixed compensation. In 1851, the company completed an independent road between these points.

The capital stock authorized was $2,000,000 in 20,000 $100 shares; of this, $275,200 was subscribed and paid in by the State; and $766,680 by individuals—making the total amount paid in, $1,041,880, of which $998,180 is common and $43,700 guarantied stock.

The funded debt of the company amounts to $643,960, as follows, viz:

State loans, 6 per cent.			$111,456
" " 7 " "			9,632
General " 6 " "			324,808
" " 7 " "			198,069
Total			$643,960

The total amount of State loans is $121,088; of general loans, 522,872—of these, $436,259 are at six, and $207,701 at seven per cent. The following is a description of the bonds:

Six per cent. sterling bonds, $68,808—issued in November, 1836, and payable, principal in 25 years, and interest semi-annually in January and July in London.

Six per cent. sterling bonds (exchanged for old sterling), $52,000—issued in May, 1859, and payable, principal in 25 years and interest semi-annually in January and July in London.

Six per cent. dividend certificates, $21,000—issued in November, 1855, and payable, principal in 20 years and interest semi-annually in May and November in Richmond.

Six per cent. dividend certificates, $29,233—issued in May, 1847, and payable, principal in 10 years and interest semi-annually in January and July in Richmond.

Six per cent. dividend certificates, $265,217—issued at various dates and payable, principal in 1869, and interest in January and July in Richmond.

Seven per cent. bonds, $172,800—issued in May, 1859, and payable, principal 15 years, and interest semi-annually in January and July in Richmond.

Seven per cent. dividend certificates, $34,901—issued in May, 1859, and payable principal, in 20 years, and interest semi-annually in January and July in Richmond.

The road is 75 miles in length, extending from Richmond, Va., to Acquia Creek. It has no second track. Sidings and turn-outs about 4½ miles. The company also operate the New York and Richmond Coal Company's railroad from Hungary, 8 miles above Richmond, to the mines, 3½ miles.

The equipment of the road consists of 10 first class and 5 second class 8-wheel passenger cars; 9 baggage, express and mail cars; and 195 cars for freight, etc. The following is a description of the bridges, buildings, superstructure, etc.

Bridges—lattice 9 (17 spans, 2,596 ft.); trestle 2 (14 spans 213 ft.); stone 1 (1 span 40 ft.)

Crossings—farm 101; road 37; street 17; railroad 1—total 156.

Switches—single 37.

Gauge of track—four feet, eight and a-half inches.

Culverts—box 154; arched 22—total 176.

Cross-ties—number per mile 2,600; dimensions 8 feet by 6 and 9 inches: oak.

Chairs—material: wrought iron; average weight 7½ lbs., number per mile 550.

Rails—length 18 to 20 ft.; weight per yard: 62 miles 50 lbs. T; 1¼ miles 54 lbs. U; 11¾ miles 18 lbs. flat.

Buildings—passenger houses 3; freight depots 8; repair shop 1; water stations 13; engine houses 4 (14 stalls); wood sheds 9; dwellinge 20; turn-tables 30; car houses 5.

During the 25 years included in the following statement, the aggregate gross earnings from passengers was $3,598,015, from freight $962,887, and from mails, etc., $539,365—making a total of $5,100,267; the current expenditures during the same time were $2,647,588; and the earnings less expenses, $2,452,679. The amount disbursed in dividends was $1,171,982, or 137 per cent.—of which 109 was on common and 28 per cent. on preferred stock. The average cost of road and equipment has been $1,486,642; the average mileage 70; and the average amount of capital stock $899,115.

CAPITAL STOCK, COST, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Capital. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipment.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earnings less Expenses.	Dividends. Am't.	p. c.
1836..	$665,000	$87,000	$45,253	$797,253	$797,253	46.50	$34,020	$6,302	$3,334	$43,656	$25,198	$18,458	$17,500	2½
1837..	730,000	101,000	143,462	974,462	974,452	60.00	58,944	15,898	10,406	85,248	49,700	35,548	29,200	4
1838..	730,000	300,000	17,395	1,047,395	1,017,065	60.00	86,632	34,679	12,388	133,699	75,474	58,225	47,450	6½
1839..	730,000	300,000	57,638	1,087,638	1,055,186	60.00	91,042	52,724	14,562	158,328	124,315	34,013	.....	....
1840..	784,559	360,000	101,631	1,196,290	1,169,353	60.00	107,998	50,812	16,814	175,619	152,549	23,070	.....	....
1841..	745,000	390,000	165,589	1,300,739	1,259,985	60.00	122,924	46,007	16,986	185,867	126,125	59,742	.....	....
1842..	794,357	390,000	168,657	1,353,014	1,387,525	75.00	93,719	45,922	17,876	157,017	80,147	76,870	.....	....
1843..	820,448	462,800	60,781	1,343,479	1,421,600	75.00	100,866	43,718	17,022	161,606	79,921	81,685	.....	....
1844..	832,361	616,806	34,496	1,483 663	1,430,740	75.00	123,291	44,719	17,956	185,966	89,639	96,327	146,000	20
1845..	867,505	560,006	58,827	1,486,338	1,454,371	75.00	128,171	41,825	18,209	188,925	90,070	98,855	.....	....
1846..	888,173	560,006	48,115	1,496,294	1,458,219	75.00	137,329	42,621	20,789	200,689	91,913	108,776	46,725	6½
1847..	911,132	633,006	14,827	1,558,965	1,474,004	75.00	149,145	41,501	21,402	212.048	89,840	122,208	127,583	17
1848..	925,672	633,006	34,018	1,592,696	1,478,916	75.00	136,015	36,719	5,258	177,992	97,022	80,970	50,743	7
1849..	965,127	633,006	19,642	1,617,775	1,483,200	75.00	149,792	38,129	28,904	216,825	116.770	100,055	54,035	7
1850..	995,170	603,006	26,932	1,625,108	1,509,959	75.00	198,982	42,100	27,419	268,501	114,629	153.872	60,997	7
1851..	996,655	603,006	43,441	1,643,102	1,581,238	75.00	190,077	45,759	27,821	268,657	120,149	148,508	65,272	7
1852..	997,630	603,006	38,668	1,689,299	1,531,288	75.00	180,711	29,253	27,792	237,756	105,900	131,856	65,909	7
1853..	997,630	603,006	28,844	1,629,480	1,531.238	75.00	210,355	25,195	28,315	263,865	148,070	115,795	69,270	7
1854..	998,180	618,006	89,932	1,706,118	1,690,619	75.00	191,658	28,250	26,733	246,641	129,756	116,885	69,815	7
1855..	998,180	685,878	121,206	1,805,264	1,767,669	75.00	182,750	31,519	19,631	233,900	114,674	119,226	69,872	7
1856..	998,180	714,332	151,896	1,864,408	1,864,408	75.00	149,211	37,722	23,997	211,980	105,913	106,017	69,872	7
1857..	1,081,780	680,690	114,710	1,827,180	1,921,105	75.00	185,550	47,455	4,437	237,442	108,239	129,203	3,041 69,872	7 g 7 c
1858..	1,041,880	642,961	119,710	1,804,051	1,985,179	75.00	214,719	43,317	26,960	284,996	141,288	143,718	3,041 69,802	7 g 7 c
1859..	1,041,880	643,959	96,828	1,782,667	1,985,579	75.00	208,287	44,633	27,025	279,945	134,560	145,385	3,041	7 g
1860..	1,041,880	643,959	99,879	1,785,718	1,985,579	75.00	215,912	46,108	25,929	287,949	135,732	152,217	84,901 3,041	8½c 7 g

(g) Dividend on preferred stock. (c) Dividend on common stock.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road, leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	481,506	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	...	...	.....	Mobile and Great Northern	84,230	—	—	36,616	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	605,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	...	...	.....	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,591	23.9	.....	78,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,465	302,511	—	1,936,739	1,810.500	319,444	4,323,922	122.4	.....	333,500	152,777	—	....
31 Aug. '61	61.4	1.6	64.5	—	12	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,576	354,136	14	135
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,035	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0	.....	241,330	127,505	8	....
31 Dec. '59	61.0	—	3.0	—	...	...	.....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,027	—	....
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	8½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,716,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,639,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	....	64½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,098,934	309,567	3½	56½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	72½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	0 6,208	*	—	1,800,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	62½
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,760	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	226,397	80,109	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,162,004	108.0	329,461	302,006	112,798	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	353,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230 563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,813	50.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.8	...	...	.....	Keok., Mt. Pleasant and Musc.	745,708	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	— }	12	10	165	} Lexington and Frankfort	590,401	82,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				} Louisville and Frankfort	1,275,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,590,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
.. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,250	—	3,242,318	566.000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,502	615,513	—	4,437,920	2,817,000	188,685	9,147,852	206.0	.....	768,774	.....	—	....
Aug. '60	68.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248.999	108,484	1,710,819	68.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,351	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	6,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,696	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	----
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	6,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	----
31 May, '59	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	43
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,389	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	16½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	26.6	.....	544,882	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	806	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	105½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	107½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	70
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,900,000	—	5,045,630	120.7	456,825	684,585	327,590	4	61
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	55 946	62,498	12,498	—	57
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	87,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	----	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	62,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	----
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	108
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	69,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	----	60,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,822	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	115
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,163	229,332	102,604	6	62
								MICHIGAN.													
1 Jan. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.8	1,281,263	2,126,699	910,169	3	52½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,362,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	18½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	69.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	---	-----	*Cairo and Fulton*	281,645	9,200	—	50,496	327,000	50,892	128,886	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,600	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,462,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,337	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	—	—	—	—	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	160,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,060,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,758,697	322,267	—	2,065,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.6	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	51
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,063,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	60	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	6,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,561	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	.....	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	---	---	-----	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,800	600,000	718	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
1 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	33.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	89	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9		40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8		22,712	34,310	19,836	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	576,852	14.5		325,499	68,676	28,168	8½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24.7		2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0		568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8		317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6		61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	330,000	70,000	—	400,000	ope	r. by Er	ie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3		46,951	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0		967,065	2,047,145	778,121	—	39½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,182	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5		258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9		3,945,128	6,957,241	2,678,400	6	80
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,885	11,000,000	25,326,505	2,074,795	38,401,300	495.0		3,019,000	5,180,321	1,827,406	—	32½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9		—	1,142,851	433,716	—	18
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0		40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8		395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9		69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.8	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4		79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2		119,825	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0		3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3		114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0		—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,163	121,065	—	81.0		191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0		280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7		212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9		—	103,958	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0		—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0		—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—		—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	386,939	—	77,294	—	—		—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3		382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0		—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8		304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2		655,162	1,085,799	580,621	10	98½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,308	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0		230,461	369,849	238,003	—	89
31 Dec. '60	96.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6		402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5		646,413	772,098	332,098	4	12½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,350,570	196,413	7,612,406	188.6		—	919,971	493,956	—	36½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	869,673	575,250	632,486	—	61.5		75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	—	72.0		144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,839	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	360,824	5,241,812	144.0		—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6		—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0		40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0		—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—		—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0		60,901	63,141	13,578	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	116,865	50,000	3,965	—	13.0		24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,461,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0		637,835	1,200,499	341,691	8	77
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,764,220	13,202,262	196.4		556,732	374,198	45,452	—	—
30 Apr. '61	192.8	—	—	—	48	34	628	Ohio and Mississippi	18,636,668	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.8		—	898,818	169,943	—	1½
31 Aug. '58	137.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0		—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,554	2,697,090	2,613,384	140,906	5,523,135	205.9		452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,809,125	*	—	343,770	1,385,200	132,063	2,588,576	125.0		—	285,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6		70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8		222,000	—	—	—	—
31 Aug. '60	243.0	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0		—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0		61,634	94,842	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5		—	311,201	164,554	10	57
31 Dec. '60	68.5	—	3.6	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0		—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5		—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		—	2,191,336	1,316,688	6	72
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	385,500	188,515	940,136	36.3		—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,888,555	—	—	1,087,100	661,000	—	1,888,343	55.5		—	436,237	153,334	6	61
31 Aug. '59	32.8	—	1.2	44.1	3	2	17	Hempfield	1,888,168	*	—	1,809,563	—	—	1,809,563	32.8		—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2		—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,067,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9		—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7		183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—		—	758,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,023	Mine Hill and Schuylk. Haven	2,594,228	266,888	—	2,800,000	—	—	2,991,150	72.3		—	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	55.7		5 mos.	176,047	91,300	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0		3,476,812	5,932,701	2,296,402	—	88
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0		—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,333	24.0		—	288,657	187,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,896	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,545,929	12,068,150	—	24,353,896	151.4		—	3,312,546	1,626,985	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0		oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,800,000	—	—	200.5		48,677	1,226,597	471,712	6½	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p.c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	——
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,635	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----------	----------	----------	----------	----------	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----------	----
30 Sep. '59	9.2	15.3	14.9	—	---	---	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	884,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,548	—	----
30 Nov. '59	29.8	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	0.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,239	—	4½
								RHODE ISLAND.													
31 Aug. '58	60.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	806,500	----------	2,158,000	60.0	147,231	208,439	96,571	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	—	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	——
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	84,372	260,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	——
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— -- '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	——
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	——
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	82	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	——
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	——
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	——
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	——
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	——
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	——
1859	100.0	—	30.6	56.8	---	---	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	——
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	——
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,176	83,129	44,666	—	——
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	——
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	---	---	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	——
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,248	—	——
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	——
								TEXAS. (*all aided by State*).													
— -- '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	——
-- -- '58	66 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	——
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	——
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	----------	70.0	102,200	282,846	196,568	—	——
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	——
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	——
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	113,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,818	—	——
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	80,288	—	——
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	——
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,350,695	ope	r. by Vt.	Central	----------	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	——
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	——
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	——
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	——
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	——
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,346	450,427	222,214	—	——
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,265,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	——
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,724,037	*	—	1,981,197	1,200,000	76 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,380	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,512	85,000	----------	----------	23.7	12,542	----------	----------	—	——
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,511	52,926	1,639,648	80.0	----------	240,446	121,053	7	——
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	294.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	——
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	——
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	——
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	----------	----------	----------	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	——
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,330,073	*	23,304	1,000,000	600,000	246,365	1,968,555	40.0	74,243	159,458	82,182	—	——
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	——
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	20½
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	——
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 ,850	68,488	—	——
— -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	——
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	——
-- -- '59	81.0	—	----	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	----------	—	11
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	——
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	——
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	——
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	——
-- -- '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	——
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108.0	193,633	116,225	41,985	—	——
30 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,330,000	13,100	136,000	1,709,232	60.0	----------	132,555	36,870	—	——
								NOVA SCOTIA.													
-- -- '59	81.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	——
								NEW GRANADA.													
-- Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,600	4,976,000	2,490,236	44,000	9,302,823	48.7	----------	1,550,873	1,936,131	12	118

New York Stock Exchange.

Highest Sale Prices for the week ending Nov. 20

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20.
Federal Stocks:—						
U. S. 5s, 1871	....	....	84¼	....	86	....
U. S. 5s, 1874	86	86	85¼	85¼	85¼	85
U. S. 5s, 1865	....	89	88¼	88¼	....	88
U. S. 6s, 1881, reg.	94¾	94¾	94	93¾	93¾	93¾
U. S. 6s, 1881, cou.	93¾	....	94¾	94¾	....	93¾
U. S. 6s, 1862	....	....	97¼	....	....	....
U. S. 6s, 1867	....	....	94¾	94¾	....	....
U. S. 6s, 1868	....	....	....	....	....	....
Treas. 12 p. c. notes	....	....	100¼	....	....	....
" 6 " 2 years	....	....	99¼	....	....	....
State Stocks:—						
California 7s	....	82¼	....	82¼	82¼	82
Georgia 6s	69	....	....	....	....	....
Illinois Coupon bonds	83	83	....	83	83	....
" Canal bonds	....	80	....	81	81	....
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	62	....	60¼	....	59¼
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	82¼	82¼	....	82¼	....
Minnesota 8s	....	....	....	....	79¼	....
Missouri 6s	....	46	44¾	45¼	44¾	44¼
Do. iss. to H. & St. J. R.	....	48¼	48¼	48¼	....	48¼
New York 6s, 1872	....	....	....	....	....	....
North Carolina 6s	....	....	....	60	59¾	59¾
South Carolina 6s	....	....	....	54	....	....
Ohio 6s	....	91¼	....	92	....	92
Tennessee 6s, 1890	....	45¼	44¾	43¾	44¼	44
Virginia 6s	....	48¼	....	....	48¼	....
Railroad Shares:—						
Buffalo & State Line	110	....	110	....	....	....
Chicago, Burl. and Q.	65¾	65¾	65¼	64¼	....	64¼
Chicago and Rock Isl.	57¾	58¾	57¾	57	57¾	56¾
Clev., Col. and Cin.	98¼	98¼	....	98¾	99	98¾
Clev. and Pittsburg	12¾	12¾	12¾	12¾	12	12¾
Clev. and Toledo	38¼	38¼	37¾	36¾	36¾	36¾
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	73¾	74	73¾	73¾	73¾	72¾
Hudson River	41	41	40¾	39¾	40	39¾
Illinois Central (scrip)	65	64¼	64¾	62	62¾	62¾
Indianapolis and Cinc.	....	....	....	....	....	....
Michigan Central	54	54	53¾	52¾	53	52¾
M. S. and N. I. guar'd,	41¾	41¾	41	39¾	39¾	39
M. S. and N. I.	20¾	19¾	19¼	19	19¼	18¾
Mil. and P. du Chien	22¾	23	22¾	22¼	....	20¾
M. and P. du C. 1st pref.	....	80	80	....	....	....
M. and P. du C. 2d pref.	....	65¼	65	....	....	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	114	....
New York Central	81¾	81¼	81	80¾	80¼	80
Erie	35¾	34¼	34¼	33¾	33¾	32¾
Erie pref.	60¾	61¼	60¾	59¾	59¾	59
Erie Assessment Scrip	....	76	....	75	....	....
N. York and Harlem	14	13¾	13¾	12¾	13	....
N. Y. and H. "pref."	35	34¾	....	....	33¾	32¾
Panama	121	120	....	120	119¾	118
Phila. and Reading	36¾	36	36	35¾	....	35¾
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Ohio. and N. W. 1st M.	40	....	....	....	39¾	39¼
" " 2d M.	....	....	14	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	77¼	....	....	78	78	78
Chi., Bur. and Q. 8 p.c.	....	93¾	....	....	93¾	....
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	97	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	98¾	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '59	105	....	105	105	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	77¼	77¼	77¼	77¼	....
" sink. fund	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	....	88¼	....	88	....	88
" " 6 p.c. '75	....	88¼	....	88	....	88
L. Erie & Wab. 1 M.	....	....	....	78	....	78
" " 2 M.	....	....	45	....	....	....
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	92	....	91¼	....	....
" conv. 8 p.c. '69	....	95¼	....	....	95	....
Mich. Southern 1st M.	....	81¼	....	82	....	....
" " 2d M. Ass.	60¾	60¾	60¼	....	61	60¼
" " 2d M.	....	....	72	....	....	....
" " S. F.	79	....	....	....	79¼	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	104¼	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	....	....	....	91	....
" 1 M. 7 p.c. '64	....	....	100¼	101	101	....
" bonds 1870	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	102¾	102¾	....	....	108
" 2 M. 7 p.c. '79	....	....	....	101	....	....
" 3 M. 7 p.c. '83	88	....	....	....	89	89
" 4 M. 7 p.c. '80	....	77	....	76¼	75¾	....
" 5 M. 7 p.c. '83	75	75¼	....	....	75	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	95	....	....	96¾
" 2 M. 7 p.c. '64	....	....	....	....	92	....
" 3 M. 7 p.c. '67	....	....	....	....	....	73
Miscellaneous:—						
Del. and Hud. Canal	85¼	85	....	86	85	84¾
Penn'a Coal Co.	78¾	....	....	....	....	80
Pacific Mail S. S. Co.	98¼	98	97¾	96	97	94¾

The following are the closing prices in the London Market on the 7th November:

United States 6s, 1874	74	to	75
Virginia 6s	44	"	46
Erie shares, ex assessment scrip	25¾	"	26¼
Erie shares, 7 per cent. preference	43	"	44
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875 x. c.	76	"	78
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $80 paid, dis.	39¼	"	38¼
Illinois Central, all paid	58¾	"	59¼
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1862 x. c.	84	"	86
Michigan South. and North. Indiana 7s, 1885	65	"	70
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	--	"	--
New York Central $100 shares	69	"	70
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented	76	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872 x. c.	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 shares	35	"	37
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, November 23, 1861.

Share and Money Market.

The share market the first of the week was very buoyant under favorable news from all quarters of military successes. The upward movement was aided by the negotiation of the third $50,000,000 of the Government loan. The capture of Slidell and Mason, though giving the highest satisfaction to the public generally, created an uneasy feeling and caused a heavy decline at the Stock Exchange. This fall is an indication of the sensitive condition of the market, rather than of any real apprehension of trouble abroad. The conviction is almost universal that the arrest of Messrs. Slidell and Mason was strictly legal; and if not, that it cannot possibly lead to any political complications with England. Still during the war we must expect to witness great fluctuations, often without any apparently adequate cause. In all other respects the condition of affairs is favorable. Money is abundant. The weather continues unusually favorable for the movement of produce from the interior, no snow having fallen, and no ice having yet made on the canal or lakes. Immense amounts are coming forward by all the routes. The earnings of the Erie Railroad for October, is a good index of the activity of our internal trade. The condition of the foreign trade of the country is most favorable, as will appear by statements which we publish elsewhere.

The Galena and Chicago Union Railroad Company have declared a dividend of five per cent., payable January 1, 1862, in New York.

Judge Drummond of the Chicago Circuit Court, has passed an order accepting the resignation of Charles Congdon, one of the Receivers of the St. St. Louis, Alton and Chicago Railroad, and appointing James Robb sole Receiver of the Corporation.

The Pittsburgh, Fort Wayne and Chicago Railway have three "locomotive cars" now successfully running in the passenger traffic—these combine the locomotive and passenger coach. One of them, during five months ending with Sept. 30, ran 12,000 miles, at a total cost, for repairs, fuel, stores and train service, of $1,328 45—an average of only 11.06 cents per mile run. Another of them is employed as a paymaster's carriage, and a third has recently been placed in the passenger traffic.

Mr. John Corning, of Buffalo, has been appointed superintendent of the western division of the New York Central Railway, in place of Job Collamer, recently deceased.

Gangs of hands are scattered along the line of the Chicago and Rock Island Railroad, putting substantial stone abutments and piers beneath the most important bridges that have not been previously thus built. New iron is also being laid and the track well ballasted. Twenty new grain cars are being constructed to meet the necessities of the road.

The earnings of the Erie Railway for October are $178,000 larger than for any previous month this year. At this rate of increase, the current fiscal year will show an increase on the last, of about $1,400,000. The road will also have this winter the advantage of the Long Dock improvement, which in deep water, and without embarrassment from ice, gives them facilities for loading and unloading freight with but moderate increase of expense.

It is reported that the earnings of the Erie during the first half of November were not less than $500,000. Both the Erie and Central are expected to earn a million dollars this month. The rates of freight were never as high as they are at present, and the amount of produce offering is far beyond the capacity of the roads to move.

The New Loan and the Banks.

The banks are likely to be well rewarded for their patriotism and pluck in assuming, at one of the darkest periods in the history of the rebellion, the responsibility of supplying government with the means for suppressing it. They have taken their proportion of the $50,000,000 six per cent. 20 years loan, at a price that will produce seven per cent., which is about 91.50. The average prices of government 6s from 1849 to 1860 were at least as high as 116, or 24.50 above what the banks have just purchased the 20 year loan at. The probabilities are that, for the next 12 years, the rates for money will rate lower than for the past 12. In a comparatively short time this very loan will sell at rates that will not yield the purchaser over 4½ per cent. The securities of all stable governments command higher prices than any other, for the very good reason that the greater includes the less. The aggregate must be stronger than the individual. Below we give the highest quotations for United States 6s from 1842 to 1860.

Years.	Highest quot. for U. S. 6s.	Years.	Highest quot. for U. S. 6s.	Years.	Highest quot. for U. S. 6s.
1842	100	1849	113¼	1855	118¾
1843	118¾	1850	122	1856	118¾
1844	115	1851	122¼	1857	118¼
1845	114	1852	121	1858	115¼
1846	112	1853	124	1859	112
1847	108	1854	123¾	1860	109
1848	108				

The banks, if they should hold the loan just taken, would realize at least 20 per cent. premium upon it. This would carry the price up to nearly 111.50. They have made largely out of their transactions with government, and have probably pretty fully repaired their losses growing out of the rebellion. The following

are the quotations for their shares at the Stock Exchange, November 18, 1861:

	Bid.	Ask.		Bid.	Ask.
Bank of New York	88	89	Broadway	115	120
Manhattan	117	—	Ocean	70	71
Merchants'	92	96	Mercantile	100½	112
Mechanics'	94	96	American Exchange	85	85½
Union	96½	96	Bank of Republic	88	92
America	83	85	Bank of N. America	—	86
City	96½	97	Hanover	69	70
Phenix	105	—	Metropolitan	92	93½
North River	90	92	Citizen's	90	—
Tradesmens'	70	73	East River	80	85
Chemical	95	96	Market	80	85
Fulton	400	—	Nassau	84	—
Dry Dock	120	130	Shoe and Leather	85	86
Greenwich	100	110	Corn Exchange	85½	—
Butchers and Drovers'	—	130	Continental	76	77
Mechan. and Traders'	103	105	St. Nicholas	—	75
National	106	112	Marine	80	85
Merchants Exchange	88	88	Commonwealth	73	75
Leather Manufactur's	—	80	Atlantic	—	76
Seventh Ward	125	125	N. York County	82	85
State of New York	113	145	Import and Traders'	90	91½
Commerce	80	82	Park	95	95
Mech. Bank. Associa.	83¼	84	Manufact. & Merch'ts.	—	95
	70	90			95

Movement of Breadstuffs.

The receipts at tide water of grain, from the opening of the canals to and including November 4, have been as follows:

	1861.	1860.	1859.
Canal opened	May 1.	April 25.	April 15.
Flour, bbls.	1,221,200	1,051,900	640,600
Wheat, bush.	25,054,700	15,771,700	3,532,200
Corn, bush.	20,559,600	13,409,300	2,488,700
Oats, bush.	4,806,900	5,948,600	4,677,500
Rye, bush.	725,000	304,600	320,000
Barley, bush.	1,703,900	2,393,000	1,900,200

The comparative movement for the two years has been as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1860	1,051,900	15,771,600	13,409,300	2,398,000
1861	1,221,200	25,054,700	20,359,600	1,703,900
Incr.	169,300	9,283,100	7,150,800	Dec. 690,100

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Railroad the 2d week in Nov., 1861, were....$41,862
Do., 1860..... 49,031

Increase....$7,169

The earnings of the Toledo, Wabash and Western Railroad the 1st week in November, 1861, were....$30,845 03
Do. 1860..... 18,638 32

Increase....$12,206 76

The earnings of the Chicago and Rock Island road, the 2d week in Nov., '61, were....$28,618
Do. 1860..... 22,167

Increase....$6,451

The receipts of the Grand Trunk Railway of Canada for the week ending Nov. 9, were..... $96,226 50
Corresponding week, 1860..... 81,847 15

Increase in 1861....$14,379 35
Total traffic from July 1st, 1861....$1,324,817 36
Corresponding period previous year. 1,292,003 00

Increase....$32,814 36

The earnings of the Michigan Central Railroad for the 2d week of Nov., 1861, were..$61,167 30
Do., 1860..... 49,149 78

Increase....$12,017 57

The receipts of the Chicago and Northwestern Railroad for the 1st week of November, 1861, were.....$19,089 86
Do. 1860..... 19,105 49

Decrease....$15 63

The earnings of the Cleveland and Toledo Railroad for the 2d week in November, 1861, were.....$20,378
Do., 1860..... 20,020

Increase....$353

The traffic of the Great Western Railway of Canada for the week ending Nov. 15, 1861, was as follows:

Passenger	$18,333 13
Freight and live stock	31,702 27
Mails and sundries	1,371 63
Total	$51,407 03
Corresponding week of last year	48,357 09
Increase	$3,049 94

Railroad Earnings--Monthly.

The earnings of the Erie Railroad for the month of October, were $722,362 05
Do., 1860..... 585,597 59

Increase....$136,764 46

The Pennsylvania and Philadelphia and Erie Railroads.

At a meeting of the stockholders of the Pennsylvania Railroad Company, held in Philadelphia on the 15th inst., the lease of the Philadelphia and Erie Railroad to the Pennsylvania Railroad Company, as agreed upon by the Directors of the two companies, was substantially ratified and accepted. Subsequently there was a meeting of the stockholders of the Philadelphia and Erie Railroad Company, which also ratified and accepted the lease, so that the Philadelphia and Erie road is now virtually sold to, and is a part of the assets of, the Pennsylvania Railroad Company, by which Company it will be completed and put in active operation in the shortest time possible.

Reading and Columbia Railroad.

The stockholders of this company have decided, by a unanimous vote, to authorize the President and Board of Directors to *issue bonds* to enable the company to build the eastern end of the road, from Ephrata to Reading. Twenty miles of the road are nearly ready for the laying of the track. By a close estimate, the whole road, about 43 miles in length, via Adamstown, can be graded and bridged for less than $300,000; making the whole expense, for iron, track and all, with water-stations, about one million of dollars—the cheapest road in Pennsylvania, and one of the most useful and advantageous to the citizens of Lancaster county. Take the item of coal alone, and consumers along the line, and in the city of Lancaster, will save $150,000 per annum, by procuring their supplies from Pottsville. The city of Lancaster consumes yearly 100,000 tons, the price of which is $4 50; while in Reading the same sells for less than $3 per ton. If, then, the citizens of Lancaster study their own interest, they will at once go to work and build their branch connecting with this road, as the saving in the price of coal alone, will pay the expense in about one year, beside securing a direct route to New York, by way of the East Pennsylvania Railroad.

That the eastern end of this road will be immediately put under contract, there is not a shadow of a doubt; the stockholders being resolved to have it completed forwith.—*Reading Gazette, Nov. 2.*

New Brunswick and Canada Railway.

We learn from the St. Andrews, (N. B.) *Standard* that on 11th ult., the cars started for the first time, from Rankin's Mills, 10 miles from Canterbury, and about 20 miles from Houlton. The energy displayed in pushing forward the new work on the railway is creditable to the contractors, Messrs. Walker, Johnston & Co., and it is believed that before December the line will be in running order to within a short distance of Houlton. The trip from Woodstock to St. John by rail and steamer can now be accomplished in seven hours.

Journal of Railroad Law.

ACTS OF GOD OR INEVITABLE ACCIDENTS: WHEN COMMON CARRIERS ARE LIABLE FOR INJURIES RECEIVED FROM THEM; SPAULDING'S EXPRESS A COMMON CARRIER.

The case of *Read et al. vs. Morrell B. Spaulding* was recently argued, and decided by the Superior Court of the City of New York. The action was brought to recover compensation for damages received by the plaintiff's goods which were delivered to "Spaulding's Express Freight Line," on the 27th of January, 1857. The goods consisted of eighty-six cases and were to be carried to Louisville, Ky., and eighty-one of them were duly carried and delivered at Louisville twelve or fourteen days afterwards; but the balance of five cases did not arrive at Albany until the 7th of February, when they were put into depot D of the New York Central Railroad Company to be forwarded to their destination. On the night of the 8th and the morning following (Sunday) there was a heavy flood in the Hudson river, the water suddenly rising during the night and morning, some four feet higher than it had ever risen before, and by said flood the goods were wet and damaged. The contract under which the goods were taken by the defendant provided that the goods were "to be forwarded by Spaulding's Express to" Louisville without liability for damage "if delivered in the Louisville depot in good order," without liability "for wrong delivery of goods marked by initials," or "for wrong carriage of goods that are imperfectly marked," and in case of loss or damage for which Spaulding's Express may be liable, stipulated that the latter shall have the benefit of any insurance effected by the owner; and that no risk was taken over the 200 dollars on any single package. One of the cases contained 17 packages consisting of wooden boxes, each closed up and holding goods. The case was a rough box, having openings wide enough to insert one finger, and through which the packages could be seen.

The action was tried before Justice Bosworth; and judgment was directed for the plaintiff for $681 83. A number of exceptions were taken at the trial, which raised the questions herein decided, and an order entered directing them to be heard in the first instance by the General Term of the court.

We print so much of the opinion of the General Term, delivered at the decision of the case, as embodies the points decided.

WOODRUFF, J.—It was admitted on the trial of this action that the goods in question were delivered by the plaintiffs and received by the defendants at the city of New York under the contract set forth in the case and called a bill of lading.

By that instrument the defendant declares that he received the goods to be forwarded to the place named in the bill of lading, Louisville; and that all the property shipped on that bill of lading will be delivered at the depots of the company or steamboat landing; and in providing against liability for deficiency in packages, it is agreed that no such liability shall exist if the goods "are delivered at Louisville depot in good order;" and the stipulation in respect to amount of freight plainly embraces the compensation to be made to the defendant for the entire transportation from New York to Louisville. The admission on the trial that the defendant received the goods in connection with this contract, imports that the expression, "Spaulding's Express Freight Line" and "Spaulding's Express," meau the defendant M. B. Spaulding.

Upon these facts we have no hesitation in saying that the defendant undertook to carry the goods, aud was not a mere forwarder whose duty consisted only in receiving and delivering the goods to others to be carried.

The next question urged upon our attention by the counsel for the defendant, is whether the injury to the goods happened under circumstances or from causes for which the defendant is responsible.

Unreasonable and unexcused delay in the transportation, and actual injury resulting therefrom, are the grounds upon which it is sought to charge the defendant. If in the due discharge of his duty, he had the goods in the regular and usual course of transportation, so that their being in the depot at the time was proper, their injury by the action of an extraordinary flood rising higher than any flood had ever risen before, which it was no negligence or breach of duty not to anticipate, and from which, when the rise of water became apparent, the goods could not be delivered, is an injury by the act of God in such sense that the carrier is excused.

But the defendant had violated his duty and broken his contract and was under the actual pressure of fault and neglect without which the goods would have been safe.

It was the duty of the defendant to deliver all the goods within a reasonable time, and according to the usual course of business over the route by which they were to be transported. There is nothing in the case to indicate that the eighty-one cases which were so delivered, were forwarded with any extraordinary or unusual speed, but the proof is that from ten to fifteen days is the usual time of conveyance. The presumption is, therefore, that if the defendant had performed his duty, the five cases which are the subject of controversy, would have reached Louisville at or about the same time with the others.

The result is that the defendant was grossly negligent in the performance of his duty; this delay was a breach of his contract to carry and deliver within a reasonable time, and while so in fault, the goods in his charge were in the night of Sunday the 8th, or on the morning of the 9th of February reached and injured by the extraordinary flood already mentioned.

But the defendant insists that if the defendant was in fault in respect to the delay which has occurred, he is nevertheless not liable for the damage complained of, that in such case, though the carrier be liable for delay, he is only liable for the immediate consequences of delay by which he is understood to claim that he is liable only for such damages as the plaintiffs sustained, irrespective of the injury to the goods by being wet in the flood at Albany, and, therefore, his damages are to be ascertained by assuming for the purposes of the assessment that the goods arrived safely, though not until long after the time when they should have been delivered.

This claim rests upon the ground that the delay was not the proximate cause of the injury. *Causa proxima non remota spectatur.*

The delay certainly did not cause the flood. But we think that the defendant cannot find protection in this view of his responsibility. His unexcused neglect of duty did expose the goods to the peril, and when the defendant was found in actual fault, he lost the protection from liability by inevitable accident which the law extends to the carrier in the due performance of his undertaking. For the moment his faulty negligence began, he became an insurer against the consequences which might result therefrom whether ordinary or extraordinary. A common carrier, in order to claim exemption from liability for damages done to goods in his hands, in course of transportation, though injured by what is deemed the act of God, must be without fault himself, his act or neglect must not concur and contribute to the injury. If he departs from the line of duty and violates his contract and, while thus in fault and in consequence of that fault, the goods are injured by the act of God, which would not otherwise have caused damage he is not protected. The defendant was bound to deliver the goods in a sound condition. If prevented by the act of God, he is excused; but if his own misconduct contributed to the injury, the exposing the goods needlessly or improperly to the peril, his excuse fails. All ordinary perils from even the act of God he was, even while engaged in the faithful performance of his duty, bound to foresee and guard against by the exercise of a care and diligence proportioned to the danger. He was not bound to anticipate and guard against extraordinary perils which human foresight would not anticipate; but it was his duty to do nothing which should expose the goods to any perils which would not arise in the proper and diligent prosecution of the journey which he had undertaken, and if he by needless delay subjected the goods to damage from whatever cause concurring or co-operating therein he is liable. This we believe to be in accordance with sound policy just in its operation and sustained by the weight of authority.

The defendant is we think liable and the plaintiffs were entitled to recover. A point was suggested on the hearing of the exceptions, though not argued by the counsel relating to the amount of the damages and entry on the margin of the contract called the bill of lading was in these words; "No risk taken over $200 on any single package." One of the five cases which were injured, contained seventeen packages, and the damage to the whole seventeen packages amounted to $438 88. It is claimed that no more than $200 should be allowed for the injury to the whole seventeen packages. It is obvious that according to the very terms of the memorandum $200 being allowed on any single packages, that sum might within the provisions of the contract be allowed on each of the seventeen packages unless the word "package" in used in a different sense in the statement of the facts agreed upon by counsel from its meaning in the contract which forms a part of that statement.

This we cannot say. Again the packages thus forming one case were inclosed in a rough box having openings through which the packages could be seen.

The defendant therefore knew when he was receiving the case that he was receiving several packages though inclosed. It does not seem to us, that securing several small packages in this manner, so that they were more conveniently carried, when the carrier knew or might by ordinary inspection have known, that he had received not one single package, but seventeen small packages, should render the liability of the defendant any less than it would be if the seventeen packages had been separately delivered.

The plaintiff should have judgment on the verdict. Ordered accordingly.

Commerce of the Port of New York.

The imports, exclusive of specie, into the port of New York from January 1, 1861, to the second week in November have been $112,629,123
Imports same time last year 206,057,343

Decrease $93,428,210

The exports of domestic produce, exclusive of specie, have been $117,742,798
Exports same time last year 85,527,845

Increase $32,214,952

The difference in general merchandize in our favor has been $125,643,162.

The specie movement has been as follows:

Foreign gold entered at this port $36,307,000
Foreign gold entered at Boston on New York account 7,711,000

$44,018,000
Add receipts from California 30,998,000

Total imports $75,016,000

The imports for same period last year were:

From California $29,945,000
From abroad ..... 2,030,000— 31,975,000

Increase $43,041,000

Statement by months of the imports and exports, inclusive of bullion, at the port of New York for the first ten months of the year:

	Import of foreign goods— 1861. From Jan. 1.	vs. 1860. From Jan. 1.	Export of dom. prod.— 1861. From Jan. 1.	vs. 1860. From Jan. 1.
January	$19,565,000	$21,528,000	$10,276,000	$9,289,000
February	14,068,000	18,196,000	10,237,000	6,999,000
March	12,658,000	23,495,000	10,881,000	6,999,000
April	12,933,000	16,922,000	9,256,000	6,639,000
May	11,492,000	16,797,000	6,812,000	5,812,000
June	7,383,000	19,123,000	10,270,000	8,308,000
July	7,942,000	14,817,000	9,553,000	7,526,000
August	7,830,000	25,798,000	9,152,000	8,013,000
September	6,074,000	16,006,000	6,878,000	9,233,000
October	7,384,000	15,703,000	12,904,000	10,097,000
Total 10 months	$107,685,000	$199,254,000	$102,965,000	$73,655,000
Foreign specie	35,830,000	2,030,000	For. reexp. 6,380,000	6,690,000
Total	$143,515,000	$201,284,000	$109,345,000	$80,263,000

The addition of the two first weeks of November would make the aggregate correspond to those given elsewhere.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1833	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	82
Balt. City Loan	5,000,000	6	1890	----
Bellefountaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Ster'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	101½
2d Mortgage	800,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1888	93½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	82
1st Mortgage	3,600,000	7	------	89½
2d Mortgage	2,000,000	7	------	14
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	78
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62–'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62–'63	98½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98½
2d Mortgage (S. F.) Coupon	1,466,000	7	1875	95
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,300,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60–'70	105
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	77½
Convertible	1,002,000	7	1867	68
Illinois Central:				
Optional Right Scrip	38,000	7	1868	62½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,509,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11
2d Land Grant (Western Div.)	853,600	†	------	11
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	95½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	95½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	91½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	82
Northern Indiana, 1st	985,000	7	1861	83
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	80½
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	79½
2d General Mortgage	2,465,000	7	1877	72
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	8	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	600,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	600,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	91
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	101
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	101
3d Mortgage (convertible)	6,000,000	7	1883	89
4th Mortgage (convertible)	3,729,000	7	1890	77
5th Mortgage	1,277,000	7	1883	75½
Unsecured (convertible)	2,613,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	92
3d Mortgage	862,800	7	1867	73
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1855	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Peterab'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	330,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1868	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1869	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	600,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	75
2d Mortgage (convertible)	2,000,000	7†	'68-'70	23½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1866	73
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,247,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	80½
Mortgage, (coupons)	925,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	55
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	442,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	140,000	6	1873	----

Suspension Girder Bridges for Railway Traffic.

The construction of four new bridges across the Thames, completed or in process, in the short distance between Hungerford Pier and Chelsea Reach, and designed on the several systems of suspension chains, arch, arch-girder, and girder, has the effect of bringing obviously before the eye of the public the working out of different theories of construction, which would otherwise be rather of a scientific or professional than of a general interest. It may therefore prove not unseasonable, nor perhaps wholly unprofitable, to dwell a little on the subject handled by Mr. P. W. Barlow, F. R. S., in his paper read before the British Association at Oxford.

Is it expedient, in the construction of bridges of large span for railway traffic, to employ chains, relying on a girder platform to reduce within safe limits the wave that inevitably accompanies the transmission of a rolling load over a common suspension bridge?

The question has been put to a practical test in Mr. Rœbling's railway bridge over the Niagara; where a span of more than 800 feet is crossed by means of wire chains supporting a roadway and railway platform; the two platforms being so connected by means of trussing as to form a deep girder. In traversing this bridge the trains proceed at a foot-pace, and the accounts which reach this country as to the degree of disturbance caused by their transit are somewhat conflicting. Its engineer is, however, understood to be as fully satisfied with the steadiness of the structure as he has every reason to be with the remarkable low cost. There is an additional safeguard against undulation in this bridge; cables being attached under the platform, and anchored to the rock below, thus serving as powerful stays; an excellent precaution, but one for which there would be no facilities in the majority of cases. A peculiar feature is the employment of a distinct set of chains for each platform; the deflection of one pair of chains being thus considerably greater than that of the other. It would follow that on any considerable change of temperature, the chains supporting the upper platform would naturally rise and fall appreciably more than those supporting the lower one; and as these platforms are firmly trussed together, it does not appear in what way the danger is avoided of an undue proportion of the weight of the entire structure being occasionally thrown on one set of chains. The extension of the chains when a heavy load comes on the bridge would tend to bring about a similar result.

There are, therefore, special circumstances about this bold and original work which prevent its being taken as a pattern or sample of suspension railway bridges; and very precise data must be obtained by means of careful observations before any general practical conclusions can be drawn from the success of the Niagara Bridge.

The question, then, of the suitability of suspension bridges with rigid platforms to the requirements of railway traffic, is as yet to be regarded as a matter of opinion; and there are few points on which the opinions of engineers of the greatest eminence and talent are less agreed than on the one now under consideration. The two master-spirits, who have left lasting monuments of their constructive genius in the railways of Great Britain, have strikingly exemplified the divergence of their views, in the bridges erected by the one over the Menai, the Conway, and the St. Lawrence; and, by the other, over the Wye and the Tamar.

The enormous strength and rigidity of the Menai tubes is such, that the addition of suspension chains would be simply useless, if not even detrimental. For the expansion and contraction due to extreme changes of temperature would cause the chains to rise and fall midway between the piers, to an extent to which the tube would not readily adapt itself; so that the main weight of the whole structure would sometimes be carried by the chains and sometimes by the tube. It was well known that Robert Stephenson was no advocate for the use of chains for railway bridges in any case. But, conclusive as the consideration just stated is against the combination of a chain with a beam of the proportionate strength of the Menai tube, it does not apply to a suspension bridge with a platform flexible enough to rise and sink as expansion or contraction may require; and at the same time stiff enough to insure the equable distribution of any partial load over the whole length of the chain.

The bridge over the Wye at Chepstow, and the very similar but more colossal structure over the Tamar at Saltash, have much in common with the description of stiffened suspension bridge so strongly recommended by Mr. Barlow; but are distinguished by two main points of difference. In the first place the tension of the chains is sustained by straining-tubes resting on the summits of the piers, instead of by the ordinary stay-chains; in the second place, the platform girders are very slight, and the wave is prevented mainly by the introduction of iron trussing in the space between the tube and the chain.

Similar diversity of views may be seen exemplified at Chelsea and Hungerford. The massive chains of the new Chelsea Bridge, and the strong *gridiron* arrangement of the suspended girders, defy all the shocks and disturbances of common wheel traffic. At Hungerford a girder bridge is in course of construction, which would exhibit as marked a contrast to the fine suspension bridge of of Brunel, as yet undisturbed, as the Britannia tubes present to the chains of Telford, at Menai. This new work seems to evince, on the part of its distinguished author, a persuasion that the use of chains is inadmissible under any circumstances in railway bridges; for, had it been thought practicable and safe to throw a suspended girder across the span of 670 odd feet, the existing piers would have presented singular facilities; the extent of the foundations being sufficient for a greatly increased width of roadway.

On the other hand, Mr. Barlow records a no less decided judgment on the part of Sir W. Cubitt and himself, that a simple suspension bridge, with a tubular girder roadway, may be traversed by railway trains with perfect safety and small disturbance.

It is therefore sufficiently clear, that if we consult the opinions even of the men most competent to pronounce on such a question, we are led to very opposite conclusions; and until the experiment is actually made on a large scale in some railway bridge, our only remaining resource lies in experiments on models, or in theoretic deductions.

The economy of the ordinary suspension bridge is mainly due to the property possessed by chains of adjusting themselves to any curve of equilibrium required by a new disposition of the load.

In the arch, if a load becomes so distributed as to throw the line of pressure near the edges of the voussoirs, the tendency of the thrust is to cripple the arch and destroy equilibrium. As a rolling load traversed the bridge, the line of pressure (in which the thrust is considered to be transmitted from the crown to the abutments) would, if it could be rendered visible, be seen to waver and distort itself. A bulge or swell would travel along it, raising it perceptibly at the successive points over which the load passed; and elsewhere it would be depressed and flattened. To insure the stability of an arch under all possible conditions, it is therefore necessary to give a far greater depth of voussoir, and consequently to employ a much larger amount of materials than would be demanded simply to sustain the thrust. In girder arches there is a similar necessity for an excessive amount of material, either in the bow itself or in spandrels or in trussing, to arrest change of form.

The effect of tension, on the other hand, is to guide the suspension chain into its position of stable equilibrium; so that if only sufficient play is afforded for spontaneous adjustment, no more material need be used than is required to sustain the simple strain of tension. A second advantage possessed by suspension over the wrought iron bridges results from the whole of the metal being employed to resist a tensile strain, no part being in compression. This causes a saving of material, on account of the strength of wrought iron to resist extension being considerably greater than its strength to resist compression. A third source of economy is one also shared in some degree by arches, and lies in the deep versed sine which can be given to the curve of the chains. The greater the versed sine, or rise, of the chain or arch, the less is the tension or thrust, and consequently the less is the material necessary to sustain it. An analogous reason renders it advantageous to increase the depth of a girder to a certain extent, but within far narrower limits; as the necessity of providing for lateral stiffness as well as the weight of webb or trussing absorbs much of the saving that would otherwise be effected in making girders very deep. A fourth advantage in favor of the suspension bridge is, that the reaction which maintains the tension of the chains is furnished by stay-chains attached to their extremities; while in the girder an upper flanch must be provided, the compression of which reacts against the extension of the lower flanch, giving a double amount of material in flanches alone, as compared with the chain. To all these reasons for the great economy of suspension bridges, add the important consideration that in considerable spans the weight of the bridge itself begins to bear a large proportion to the total load, a proportion which rapidly augments as the length of bridge is increased. It is thus that for spans of 300 or 400 feet the cost of the girder becomes enormously greater than that of the chain, and that suspension bridges can be thrown over spans utterly impracticable for any other kind of structure. Of course, in any viaduct it is of primary importance to avoid large spans as far as practicable. But cases will occur in which it is difficulty or impossible to do so. Must the railway engineer in these cases forego the advantages peculiar to the suspension bridge? Further, in positions where the least practicable span exceeds the possibilities of a girder bridge, is he to reject the only description of structure that will meet the requirements of the case? If it is in the power either of experiment or of analysis to throw any fresh light on this vexed question, the study cannot be deemed unimportant or uninteresting.

Great allowances are necessary in drawing any conclusions as to a proposed work of considerable magnitude from experiments on a model, however carefully conducted. And, in fact, it is almost essential for theoretic analysis to go hand in hand with experiment, to assure us that we are justified in accepting such conclusions as valid guidance for a great work, especially if of a noval character. On the other hand, in analysis, if the reasoning is sound, and if we have ground for believing that nothing has been omitted or misstated in the data, there is a fair presumption of the correctness of the result; and if this result is found to agree with experiment, few will hesitate to admit its truth.

It is therefore now proposed to inquire, what solution theory affords to the problem of the suspended girder; and while doing this it may be useful to note how far the results arrived at accord with Mr. Barlow's experiments. It will then be endeavored to indicate some general practical conclusions. It might have been of great help in such an inquiry to have been made acquainted with the course of reasoning pursued by Prof. Rankine, and to know the process by which the learned professor arrived at the conclusion cited in Mr. Barlow's paper. In the absence of the guidance which such knowledge might have afforded, it is necessary to proceed as upon untrodden ground.

If a weight be placed on any part of a girder suspended from a chain, but having its ends kept from rising at the piers, the chain will be observed to be drawn down by the loaded girder, and the further parts of the chain will be drawn up, drawing with them the girder. The girder will thus assume an S bend, with an additional half-bend in cases when the weight is applied near the half-span. What is the law of this compound displace-

ment? The reason that part of the platform is drawn up when part is deflected, is obvious. The chain is fixed at the ends, and is of a certain length; when a partial deflection takes place, the curvature of the portion of chain immediately affected is increased, and this has the effect of *taking the slack out* of the rest of the chain (the total length being unchanged) by flattening its curvature; which at the same time draws it up, and the platform with it.

First of all, then, the law must be ascertained by which the vertical displacement of any portion of the chain effects the horizontal measurement from end to end. This law is as follows:—Let the variable y be the ordinate of the curve of the chain; and let the vertical displacement of the various points be plotted in a curve, of which the variable x expresses the ordinate. x is therefore, in fact, the total vertical displacement of any point in the chain, and is supposed to be inconsiderable compared with the total rise of the chain.

Let z be the abscissa, or horizontal distance.

Then $\int \frac{dy}{dx} dz$ gives

the total alteration of the horizontal measurement between any two given points of the chain, consequent on the supposed vertical displacements.

If now the wave of displacement of the platform can be resolved into two—namely, first a wave of simple deflection, in which the whole girder would sink under its load if unsupported by the chain, and, secondly, a reflex wave, in which the reaction of the chain pulls up the girder—we shall find the following relation to subsist between these waves. Call their respective ordinates z_1 and z_2: then

$$\int \frac{dy}{dx} dz_1 + \int \frac{dy}{dx} dz_2 = 0;$$

the integrals being taken for the whole distance from tower to tower. Because, apart from the stretching of the chain, which it is unnecessary at this moment to take into account, any other result would involve an alteration of the span, or a break in the continuity of the chain.

(To be continued.)

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of November 23, were as follows:

London—60 days' sight	108½ per cent.
London—3 days' sight	109½ "
Paris—60 days' sight, per dollar..5f.	26¼c.
Paris—3 days' sight, per dollar...5f.	21¼c.
Amsterdam—60 days' sight, per guilder	40½c.
Hamburg—60 days' sight, per marc banco	35¾c.
Frankfort—60 days' sight, per florin	40¾c.
Bremen—60 days' sight, per rix dollar	78½c

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 1, 1861.

THE annual election for Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the eleventh,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

JOHN V. L. PRUYN,
Secretary *pro tem.*

5145

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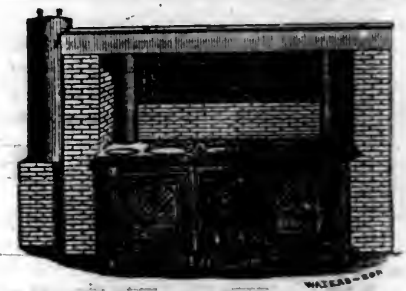


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HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

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350 to 400 miles not exceeding	90	"	"

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7 "	10,000	"
8 "	11,001	"
9 "	12,000	"

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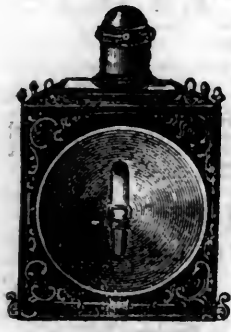
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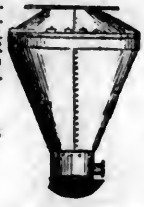
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American Railroad Journal.

New York, Saturday, November 30, 1861.

The Foreign Exchanges.

The recent advance in the rates of sterling exchange is attracting attention, and is creating some, though apparently groundless apprehension, lest they should go to the specie point. As gold is among our more important productions, equaling fully $65,000,000 annually, there is no more reason why we should not export a considerable proportion of the product in a time of war as well as in peace. To withhold it altogether, is to refuse to avail ourselves of one of our most important elements of strength. As an article of commerce, gold, being the result of labor, does not differ from wheat or corn. We rely upon the latter, in the crisis, as our own chief support. Why should we hesitate to export a portion of all the products of the labor of our people, (except, perhaps, munitions of war), in whatever form they may exist? There is no reason, except so far that shipment of specie is, in the public mind, evidence of a balance of trade against us—that we are buying more than we have means for payment. It is so short a time that we have been a gold producing country, that we have not outgrown those false dogmas in political economy, that the wealth of a nation is measured by the amount of the precious metals it possesses—assumptions which are fast giving way to the more correct doctrine that this may be in inverse ratio to the amount of these held. There are five dollars in gold and silver in Mexico to one in Massachusetts. Yet the wealth of the latter is twenty times greater than that of the former country. Gold is neither food nor clothing. Its use is in the transfers of these and other kinds of property it enables society to effect. So far as such transfers can be effected without its intervention, an equal amount is added to the public wealth.

At the commencement of the rebellion we had an abundant supply of gold for the commercial wants of the country. The experience of a domestic war was a new one, and it was natural that we should wish to accumulate a large amount of the precious metals for unforeseen contingencies that might arise. But the expenditures which have thus far been made, and which have equaled $150,000,000, have exerted no tendency to create a scarcity, or unusual demand for specie, for the very sufficient reasons that there exists at home, the greatest abundance of all that government needs for the prosecution of the war. It does not increase our dependence upon other nations. If the holders of breadstuffs are willing to take the securities of government in payment for their sales, the use of gold in the transaction is altogether superfluous, just as much as in the vast transactions at the Corn Exchange, where a gold eagle never makes its appearance, but the whole exchanges are effected by checks upon bank credits. Gold and silver are mere agencies to come at what the public needs, and if its wants can be supplied without their use, all the better.

Our experience so far is in exact harmony with this statement. The banks have a much larger amount of specie than when the war commenced. If they pay out $10,000,000 in a lump, it soon filters its way back into their vaults. Government pays it out for food, clothing, transportation, and arms; and as fast as payments are made, the recipients carry the gold to the banks, either in payment of debts or for safe keeping. The operations of government, consequently, have been in perfect harmony with the general routine of business, and exert no tendency to absorb the precious metals in the country. Their general effect has been to stimulate business, and make money really more abundant, as the amount of this, including bank credits, is always in ratio to the transfers of property.

Another reason why the war has had no effect to absorb the precious metal, is the fact that, from the general confidence which prevails, there has been no hoarding by our people. There might have been with short crops, or had the war been upon northern soil. But as no apprehensions have been felt for the future by the community at large, no extraordinary means have been resorted to, to provide against it.

As the condition of affairs in the states loyal to government is healthy and normal, and as the war, which is in effect, waged on a foreign soil, is not a disturbing element, we need feel under no apprehensions as to the effect of moderate shipments of gold. We produce at least $65,000,000 annually. The effect of retaining at home the whole amount raised, would be to convert California into a great curse instead of a great blessing, as it would convert a large proportion of the labor of the country into an article which can neither be eaten, drunk nor worn; and which, except as currency, cannot be made the basis of re-production.

Assuming that we had a supply adequate for the business wants of the country, when California was discovered, and that an addition of $10,000,000, annually, was all that was needed to meet the increased wants for currency and the arts, our interests were promoted in shipping the balance, just as much as shipping an equal value of grain or animal food. They still lie in the same direction. We had an abundance of specie in the country when the war commenced. Since January the imports into this city, over exports, have been nearly $40,823,000. The manifests from California have

equalled $31,827,807; making a total of $72,650,807. To this should be added at least $10,000,000 more received from California through private hands. This is below the estimate of persons having the best means of forming a correct opinion.

We have, then, fully $82,000,000 of specie in the country more than we had on the first day of January last. We can part with one-half this sum, not only without the least inconvenience, but with great advantage to ourselves. The only harm that could result is from the fears that might be created, but which are entirely groundless. We have not yet worked out of our heads the old errors that so long enslaved the world. We are timid, because we are inexperienced. A shipment of a few millions at the present time might be the best thing that could happen, in dispelling an existing, though groundless alarm.

But such an event we do not regard as probable. The condition of our foreign trade shows that specie must still come to us, and will continue to come, though the flow may be affected by extraordinary causes, which are likely to have a very brief continuance. The exports from the port of New York since January 1, 1861, to the third week in November, exclusive of bullion, have equalled $120,542,157, against imports for the same period equalling $112,987,672. The balance in our favor at this port, so far, is $7,554,485. This will be greatly increased by the close of the year. For the same period in 1860, the imports into this port over exports were $119,912,465; the imports being $208,695,203; the exports $88,782,738. Adding excess of imports last year to the excess of exports this, the change in our favor has been $126,466,950. The corresponding change in the movement of specie has been equal to $82,280,000; the exports from this port the past year having been $41,457,000 and the imports over exports, the present, $40,823,000.

The causes of this extraordinary change are still operating in their full force. Of the total imports the present year, $78,000,000 were for the first six months of the year. For this period the imports were at the rate of $3,000,000 per week. The rate for the last half of the year has been only about one half as great. At the rate for the last half of the year, the imports into this port for 1862, will not be over $80,000,000—a sum $60,000,000 less than the exports of domestic produce from it for the year. An important addition is always to be made to the value of our exports, being the freight of produce exported, nearly all of which is in American bottoms.

Shipments of gold cannot take place, apparently, resulting from the condition of our foreign trade. If there is any movement, this must be from extraordinary causes, the most potent of which is the return of securities for sale. We do not apprehend such a movement to any considerable extent. Prices here are far below their ordinary range. The finances of the several States were never in a more prosperous condition. The value of railway property in the North is steadily improving. The earnings of our railroads were, for the period of the year, never better. The effect of the war is to increase rather than diminish the traffic of such as connect the interior with the seaboard. The vastly increased traffic of the Erie and New York Central is proof in point. The earnings of these are 20 per cent. greater than they were the same time a year ago. Securities are not apt to be thrown on the market when there is a good prospect of a steady improvement both in their value, and in the traffic of their roads. Some may come home, but there is an almost equal probability that the present low prices will attract buyers, instead of inducing sales. At any rate, the cause referred to is not likely to be an important element of disturbance.

We cannot refer the recent rise in exchange to any cause that will probably continue, or cause much, if any movement of specie. The transactions are not large. The inquiries are made rather in anticipation of wants, than to meet any existing ones. Such is the prevailing conviction. But should the shipments of specie commence, and go to any threatening extent, we have abundant means for checking it. We understand that the last government loan is held in reserve for this purpose, and that arrangements are already in progress for drawing against either its sale or hypothication. We do not suppose that any such step will be resorted to, as we do not believe that the emergency will arise. Before it should be resorted to, we can very well part with a large amount of gold. But should it be thought best to prevent its shipment altogether, we can easily do so.

We have another means for reducing importations—raising the rates of duties. But we hope these will not be increased. Any change, if made, should be in another direction. We can afford to be much more liberal, and still be on the safe side. With cheap money at home, and cost of transportation from abroad, our domestic establishments can keep out of our market all foreign merchandise that we cannot readily produce. We have little to fear on account of a balance of trade against us, in any point of view; and least of all, when we have overflowing harvests, with a dearth abroad, and duties on many of the articles that we have been accustomed largely to import, almost prohibitory.

☞ T. W. Watson & Co., car builders, Springfield, have executed a large amount of work for the Government, the past summer, and since July last have employed some 350 men. They have built in this time, 290 caissons and limbers for the United States, besides one battery for the State of Illinois, consisting of 6 gun carriages and limbers, and 6 caissons and limbers. In the meantime, they have built 24 street cars for the Brooklyn and Coney Island Railroad Co., and are now building 6 street cars for the Lynn and Boston Railroad, and a number of cattle cars for the New York and Harlem Railroad.

Buffalo and Lake Huron Railroad.

We give below the report of the English Directors of this company, presented at the half-yearly meeting, held in London on the 5th inst. It is dated October 9, 1861, and signed on behalf of the Board of Directors in England by Harman Grisewood, Chairman.

DIRECTORS' REPORT.

Owing to the voluminous character of the reports transmitted from the Canadian executive both monthly and half-yearly, with great regularity, your directors have decided, in the present instances, to give the proprietors the information therein contained in a condensed form, and have endeavored to furnish a clear and faithful representation of the present condition and working of the railway.

The amount of share capital sanctioned by the act of incorporation is 1,640,000*l.* sterling, and of this amount the total issued under authority of the votes of the proprietors is 1,430,000*l.*:—

At 31st Jan., 1861.	Authorized.	Collected.
1st and 2d issues of shares of 20*l.* 10s. each	£615,000	£615,000
Preference convertible shares of 10*l.* each	150,000	133,960
Temporary chattel mort. loan.	50,000	37,600
3d issue, April, 1859, shares of 20*l.* 10s. each (issued at 5*l.* 2s. 6d.)	615,000	153,480
	£1,430,000	£940,040
Calls in arrear (3d issue, April, 1859)		270
Preference shares in hands of the Co.		16,040
Unsubscribed on chattel mortgage loan.		12,400
Difference between nominal and actual value of 1859 issue		461,250
		£1,430,000

Capital Account—Works.—The chief expenditure under this head has been in the construction of the road for connecting the line with the waters of Lake Huron, and for the necessary adjuncts of an elevator, platforms, and freight-sheds and sidings at Goderich, together with wharfage and other improvements at the harbor. Of these works the greater part should have been ready by May, but were retarded in their execution by various causes, so that the line to the harbor was not open for traffic until 17th June, and then in an incomplete state; and on portions of the new road there is still some work to be done under the contract which has been postponed to next spring.

A considerable amount of dredging inside and at the entrance of the harbor had to be undertaken before vessels of heavy burden could enter and be berthed, the greater portion of which has been done and active progress is being made with the remainder. Your directors are strongly urged to extend the piers at the harbor mouth as a further protection against accident to vessels entering, and against the channel being narrowed, or a bar re-formed. The cost of this work may be roughly estimated at $10,000 for an extension of two hundred feet in length, which is represented as sufficient for the purpose, although a greater length is recommended. The board have to inform you that a committee of the Provincial Legislature have reported strongly in favor of Goderich as a harbor of refuge. The Government, however, have not yet given effect to this report, beyond causing a survey of the coast to be made by their engineer. The directors have lost no opportunity of pressing the question on the attention of the Government, and have solicited pecuniary aid towards perfecting the harbor, but hitherto all their applications have been unsuccessful. It will be seen that the general manager in his report enlarges on this subject.

On the main line there has been but little outlay beyond building stone culverts, and a junction station at Stratford; part of the cost of the latter will by agreement be borne by the Grand Trunk. A wharf at Fort Erie destroyed by fire has also

been reconstructed; the sum of $2,000, at which it was insured, has been duly paid to the company by the insurance office.

There appears in capital account an item of $19,326, under the head of "cars, trucks, &c.," the whole of which has not, in fact, been expended, but $19,184 represents material purchased and labor bestowed towards the construction of 50 box cars which the company has contracted to build at their shops for the Brantford Car Company, and which will therefore be paid for by the latter company on their delivery.

Revenue.—The following table shows a comparison of the gross receipts and expenses for four half-years, rendered in sterling money:—

	1860.		1861.	
	Jan. 31.	July 31.	Jan. 31.	July 31.
Revenue	£35,835	28,286	36,596	36,216
Expenses	29,755	26,989	27,296	30,571
	£6,080	1,296	9,300	5,644
Av. weekly traffic	1,378	1,087	1,407	1,392
Av. per mile per week	8	6	8	8
Clear av. weekly profit	233	49	357	217
Per-centage	83	95	75	84

The increase of traffic over the corresponding half-year herein shown arises mainly from local freight, chiefly on the western division, and from connection with the lake trade at Goderich. In foreign passengers and freight there has been a falling off, which has, however, been compensated by an increase in receipts from live stock. Local passenger travel shows a moderate improvement.

The above returns afford an indication of the improved condition, resulting from the bountiful harvest of 1860, of the trade and commerce of Canada, greatly checked and restricted as these must have been by the embarrassments existing amongst its nearest neighbors and best customers in the Northern States. On the abrogation of the prejudicial agreement that formerly existed between the Grand Trunk and Great Western, your directors hoped that arrangements would be made for bringing over your road a large amount of through traffic. To this end an agreement was entered into with the Grand Trunk which unhappily has not been productive of the anticipated results; this disappointment is attributable partly to the want of preparation on the part of that company to secure the full benefit contemplated, and partly to the stagnation in that class of business consequent on the troubles in the United States. Your road as a link in a through rail route is consequently as yet untried.

The arrangement entered into for four propellers to run between Chicago and Goderich, alluded to in the last half-year's report, came into operation before the Goderich Harbor works were available; owing to this fact, and to the low lake rates for freight current during the early part of the season of navigation, the amount guaranteed to the owners of the boats by this company has not been covered; but as freight rates have lately materially advanced, any loss hitherto incurred may, and it is hoped will, be recovered.

The board consider it but reasonable to defer any statement of the results of an experiment justified alike by the policy and the requirements of the railway, until after the close of navigation. Enough has been done so far to demonstrate the value of the new route; and the first year's experience, although the business has been worked under many disadvantages, will not prove unsatisfactory.

The following table shows in detail the revenue and expenses for four half-years:—

	1860.		1861.	
Revenue.	Jan. 31.	July 31.	Jan. 31.	July 31.
Passengers	$53,983	$45,321	$54,810	$50,162
Faeight	116,642	86,448	116,550	118,830
Mails	2,415	2,415	2,415	2,315
Exp. & parcels	1,097	2,189	2,827	1,991
Sundries	1,264	1,285	1,500	1,854
	$174,401	137,660	178,103	176,253
Expenses.				
Maintenance	$35,247	$35,946	$31,103	$36,329
Locomotive exp.	28,616	25,223	30.019	35,729
Transpor.. exp..	33,833	21,226	24,569	28,243
General charges.	16,488	15,384	15,122	16,653
Steamb. expen's	11,329	7,545	6,655	8,782
Agencies	6,750	3,057	2,833	3,211
Transport.freig't and passen'rs, Buffalo	12,207	6,583	8,025	7,525
Sundries—including London office expenses, direc., &c.	10,925	16,581	14,512	12,354
	$144,898	131,349	132,841	148,781

The average cost per mile per annum of maintenance of way and buildings compares thus:—

1860.		1861.	
Jan. 31.	July 31.	Jan. 31.	July 31.
£90	£93	£32	£92

The serious question of renewals, and of the state of the way and works on other Canadian railways, having been recently mooted, the board were desirous of obtaining an independent and competent opinion as to the condition of your railway, and Mr. Peter Elmslie, C. E., of Buffalo, was selected to make a complete survey of the road and works.

The directors consider his report to be of a satisfactory character, and generally in harmony with the views of the general manager and of the engineer, both of whom went carefully over the whole line. Provision will, however, have to be made for the prompt renewal of about five miles of the road between Paris and Brantford.

The locomotive and car repair expenses compare with former half-years as follows:

	1860.		1861.	
	Jan. 31.	July 31.	Jan. 41.	July 31.
Mileage	205,774	157,012	175.510	224,565
Expenses	$35,111	$33.509	$38,114	$46,580
Cost per mile run 8d.	10½d.	10½d.	10d.	

The number and condition of the locomotives are in a most efficient state of repair, the result of the heavy expenditure during this half-year. Two engines which had become unfit for traffic service have been appropriated to other purposes. The Welland has been furnished with a supply of locomotive power from your stock during the half-year.

The condition of the stock of cars generally has been improved considerably, but some of the first-class cars, as well as some flat and gravel cars, still require extensive repairs to put them into thorough order.

There is a discrepancy in the number of cars now on the road, as compared with former reports, to the extent of two box and four flat cars, and no entirely satisfactory explanation has been, so far, received; measures have been adopted to prevent the recurrence of such a loss, which there is ground for believing took place several years ago. The fixed plant in the workshops and the tools are reported to be in excellent condition. Transportation expenses compare as under:

	1860.		1861.	
	Jan. 31.	July 31.	Jan. 31.	July 31.
Conductors, &c.	$3,868	$3,523	$3,825	$5,026
Police	1,844	1,872	2,105	2,207
Porters	4,436	4,872	4,437	5,325
Stores	3,230	1,116	1,341	1,852
Car expenses	6,695	8,286	9,540	10,642
Exchange of st'k.	1,279	661	371	628
Telegraph exp's.	974	690	1,774	1,131
Freight expenses.	1,031	201	1,174	1,429
	$23,333	$21,226	$24,569	$28,243

The efforts made to obtain through business, the increased traffic, and the consequently greater mileage run, have, as was to be expected, necessitated enhanced expenses; but these are not greater per mile run when compared with the corresponding half-year. The directors are happy to add that, although the train service has been so much greater, it has been conducted with regularity, and with freedom from accident.

The stock of stores shows an increased value of $6,000, which is accounted for principally by the purchase of car material. The wood supply has been placed under new superintendence. Although the number of cords on hand, when stock was taken for delivery to the superintendent, exceeded the number stated in the last report by 1,952½, yet the quality was found to be very inferior, and the estimated value proved unequal to the sum then credited by $611, which has been written off against revenue as loss, being actually an insufficient appreciation of the cost of the fuel in previous half-years. On the same principle the item of $1,408 for repairing wood cars has been similarly charged. There is reason to expect that the cost of fuel will not exceed, for some years, a maximum price of $3 per cord.

Postal Subsidy.—Nothing has been decided in reference to this grievance of all the Canadian companies, who, while they concur in their views in regard to it, have hitherto failed in obtaining a remedy. The directors will not fail to press the importance of this subject in every way in their power.

Executive.—The board record with regret the retirement of Mr. C. S. Hill from the direction in England, and that the state of health of Mr. Patchin has necessitated his withdrawal from the Canadian board. Steps have been taken to fill up these vacancies. The general manager has spared no exertion under most discouraging circumstances; and the board have only to renew their high sense of his energetic and intelligent conduct of the affairs of the company. The staff, both here and abroad, have fulfilled their ardous duties with great zeal and efficiency.

In conclusion the directors offer a few remarks on the present position of the company.

It will be gathered that the means at the disposal of the board are almost exhausted, and that to enable them successfully to carry out the objects for which all the expenditure has been incurred, they have no other alternative than to call in the aid of the proprietors. The board are not unmindful of the support they have received from many shareholders, nor are they insensible of the confidence that has been placed in them during the past three years, during which time the prosperity of the company has been retarded by a series of misfortunes, coupled with no little injustice and opposition in the province. These will be fresh in the recollection of the shareholders, who are, however, reminded that the company has throughout maintained its credit and independence, and has made material progress as regards the completion of all works contemplated, as well as in the attainment of those objects for which they were undertaken. The directors desire to point out the small amount of indebtedness of the company—the moderate sum per mile per week required to produce a satisfactory result—the steady development of the resources of Canada, and particularly of the district through which this railway passes, as evinced by the gradual increase of local traffic—the large amount of traffic to be drawn from the lakes—as some of the reasons why the board deem it to be desirable that the proprietors should not withhold the means of perfecting that which has advanced so far. The amount required is not large, and there are no other works of magnitude requiring any very extensive outlay.

Whilst holding these views, however, the board have determined, in the present circumstances of the company, that it is desirable a committee of shareholders should confer with them on the best means of supplying the required relief; and for this purpose they will be prepared to name five gentlemen, whom they will ask the proprietors to appoint, while they earnestly invite the cordial co-operation of all in giving effect to such measures as may hereafter be proposed. Much—almost too much—has devolved upon the directors in the management of this company, but they are not willing, at this stage of affairs, to see their exertions nullified for want of some further trouble,

Provided they meet with the support which the occasion demands.

President of the Canadian Board—GEORGE BROWN, Goderich, C. W.

General Manager—ROBERT S. CARTER, Brantford, C. W.

Secretaries—WM. MCLEAN, Brantford, C. W.; THOMAS SHORT, 80 Lombard St., London, Eng.

Hartford, Providence and Fishkill R. R.

This company is a consolidation of two companies, viz: the Providence and Plainfield, chartered in Rhode Island in June, 1846; and the New York and Hartford, chartered in Connecticut in 1845. Both charters provided for a union of the companies, which was consummated in 1847. The object of these companies was to construct a railroad from Providence, through Rhode Island, Connecticut and New York, to the Hudson River at Fishkill, opposite Newburg, and there connect by ferry with the New York and Erie railroad. The work of construction was commenced in 1847, and the road completed as follows: from Hartford, east to Willimantic and west to Plainville, in 1849; from Plainville west to Bristol, in 1850; from Willimantic east to Providence, in 1854; and from Bristol west to Waterbury, in 1855. The whole length of the road is 122.36 miles—of which 26.32 miles are in Rhode Island, and 96.04 in Connecticut. The length of sidings, turn-outs, etc., is about 11 miles.

The amount of capital stock authorized was $4,500,000, of which $2,037,940 have been paid in, viz: common stock, $1,537,940; preferred stock, (of which $101,200 are claimed to be hypothecated) $500,000.

The preferred stock was created in 1854, and calls for dividends at the rate of 10 per cent. per annum, and has preference over all other kinds of stock. Three semi-annual dividends were made on account of the same—since which nothing has been paid.

The funded debt of the company consists of $2,055,500 first mortgage 7 per cent. coupon bonds (of which $18,000 are claimed to be hypothecated). The mortgage provided for an issue equal to one-half the cost of the road. Of the whole amount $481,000 are a lien on that portion of the road lying in Rhode Island; and $1,574,500 on that portion of the road lying in Connecticut. The bonds are payable at various dates from 1860 to 1876; interest semi-annually Jan. 1 and July 1 at at the company's office in Hartford. The cities of Hartford and Providence each hold $500,000 of the company's bonds, taken in exchange, and as security for their own bonds for like amounts, delivered to and sold by the company. The bonds held by the cities fall due in 1876. The City bonds bear six per cent. interest. The difference in the interest between these and the company's bonds, (one per cent.) is paid to a Sinking Fund for the retirement of the latter. The amount held by the Providence Sinking Fund at this date is $41,000, and by the Hartford Sinking Fund $51,911 17. Failing to pay the conpons due January 1, 1858, the directors assigned the whole property of the company to trustees, who took possession on the 1st of February following, and have since that time had the management of the road. The amount of bonded interest overdue, is $123,934, being the two semi-annual payments on bonds sold of Jan. 1 and July 1, 1858, and which is yet to be paid by the trustees, out of the future earnings of the road over the charge for current interest on bonds sold. The interest on the bonds falling due in 1859, 1860 and 1861, has been regularly paid. The percentage due the Providence Sinking Fund in 1858, amounting to $5,000, is yet unpaid.

The following is the income account from February 1, 1858, to September 30th:

Receipts:	1859.	1860.	1861.
From previous year..	.....	$27,829	$47,116
" passengers	$286,742	185,403	163,068
" freight.....	24,259	167,048	123,998
" mails	14,167	8,500	8,700
" express, etc....	9,836	4,376	4,646
	$535,004	$393,156	$347,528
Disbursements:			
Operating expenses..	$290,011	$203,276	$202,413
Interest paid	133,059	142,764	142,905
Bonds due July 1st, 1859, paid.....	52,230	.....	.....
Interest accrued on bonds.....	31,875	.....	.....
Balance.....	27,829	47,116	2,210
	$535,004	$393,156	$347,528

GENERAL STATEMENT, OCTOBER 1,

	1859.	1860.	1861.
Cost of road.....	$4,323,923	$4,440,365	$4,443,584
Equipment	$3,908,456	$3,908,456	$3,902,356
Materials and supplies delivered to trustees	302,511	302,511	302,511
Hartford sinking fund	29,348	29,348	29,348
" "	37,088	44,164	51,911
Providence "	26,914	33,400	41,400
Sundry notes and accounts	17,228	124,698	112,817
Cash	7,378	2,788	3,641
Sundry claims and vouchers	.....	.....	.....
	$4,323,923	$4,440,365	$4,443,584
Common stock	$1,537,940	$1,537,940	$1,537,940
Preferred "	398,800	398,800	398,800
Bonds	1,810,500	2,029,500	2,087,500
Notes and accounts payable	319,444	230,603	211,575
Premium and interest on bonds issued by Hartford and Providence sold.....	100,325	100,325	100,325
Profit and loss	104,684	90,767	105,214
Bonds paid by trustees and cancelled	52,230	52,230	52,230
	$4,323,923	$4,440,365	$4,443,584

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of Road and Equipment.	Mileage.	Gross Earnings.	Operating Expenses.	Net Earnings.
1853.	$3,008,214	50.77	$98,941	$40,251	$58,690
1854.	3,439,529	107.22	166,212	72,019	94,193
1855.	4,060,869	122.36	258,685	139,074	119,611
1856.	4,156,334	122.36	340,586	197,778	142,808
1857.	4,202,519	122.36	367,895	226,871	141,024
1858.	4,202,519	122.36	273,428	167,866	105,562
1859.	4,205,966	122.36	333,500	180,723	152,777
1860.	4,205,966	122.36	365,327	203,276	162,051
1861.	4,204,866	122.36	300,412	202,413	97,999

The gross earnings of the road during the nine years included in the above statement have been $2,504,986, averaging $278,332 per annum; the expenses of operating the road during the same time have been $1,430,271, averaging yearly 158,919; and the earnings less expenses $1,074,715, averaging $119,413. The average length of road in operation has been 112.72 miles; and the average cost $3,965,200.

Year ending Oct. 1.	Miles run.	Passengers carried.	Receipts per mile run.	Expenses per mile run.	Proportion of exp. to rec'ts.
1856...	276,000	319,432	$1.23.4	.7165	.5806
1857...	307,958	362,511	1.19.5	.7365	.6106
1858...	225,316	285,498	1.21.3	.7450	.6139
1859...	246,523	358,544	1.35.3	.7331	.5419
1860...	258,087	399,749	1.41.5	.7876	.5564
1861...	229,088	349,943	1.31.1	.8835	.6738

The equipment of the road consists of 16 locomotives; 20 passenger, 9 baggage and 207 freight cars, and over 40 cars for gravel, etc.

The office of the company is at Hartford, Conn The officers and directors chosen October 23, 1861, are:

President—A. S. BECKWITH.

Directors—A. S. Beckwith, S. Hutchins, H. Lippitt, Byron Sprague, G. B. Holmes, S. Harris, C. Day, Alfred Smith, A. Day, V. Cornish, J. P. Elton.

Secretary and Treasurer—H. T. SPERRY.

Engineer and Superintendent—SAMUEL NOTT.

Trustees under Connecticut mortgage—D. F. Robinson, G. M. Bartholomew, and Calvin Day.

Trustees under Rhode Island mortgage—S. Hutchins, S. T. Olney, A. C. Moran, and the Treasurer of the city of Providence.

Baltimore and Ohio Railroad.

At the annual meeting of the directors of this company held in Baltimore on the 19th inst., John W. Garrett, Esq., was unanimously re-elected President for the ensuing year. Upon being informed of the result, Mr. Garrett appeared and addressed the meeting as follows:

Gentlemen—Your committee has informed me that the board has again honored me with a re-election to the presidency of this company by a unanimous vote.

Under the grave responsibilities and difficult and unprecedented circumstances by which the management has recently been environed, this renewed expression of your confidence and appreciation of the faithfulness and labors of your executive, and of his devotion to the protection and promotion of all the great interests connected with the company, demands my cordial acknowledgments.

The prolonged interruption of the business of the company, whilst it has proved so seriously disastrous to Baltimore and the regions traversed by its roads, has proven with equal force that the Baltimore and Ohio Railroad is a vital necessity for this community and the large populations upon its route who are so dependent upon its facilities.

The vast importance of this great highway has been made still more manifest to the whole country, and is now universally felt and understood.

We may, therefore, expect with the arrangements being organized, that at an early period the Baltimore and Ohio road will be again in full and successful operation. Under your auspices, and with that effective co-operation, upon which I know reliance can be placed, I shall confidently anticipate this most important and desirable result.

On the conclusion of Mr. Garrett's address, Joshua I. Atkinson, Esq., was re-elected treasurer of the company without opposition.

Cedar Rapids and Missouri River Railroad.

The grading on this road is completed to Marshal town, and the cars are running, and stations established for twenty-five miles west of this city. —*Cedar Valley Times.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,615,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	....	....	....	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,836,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	....	....	....	*North East and South West*	600,000	*	—	650,000	—	—	1,030,957	—	—	—	—	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.9	—	3	4	34	Danbury and Norwalk	335,842	50,873	—	279,100	85,000	4,600	408,597	23.9	.....	73,826	27,992	6	....
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	.....	353,500	162,777	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,556	3,975,087	73.0	323,491	712,876	354,136	14	136
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	....
31 Dec. '59	57.0	—	2.3	—	7	11	152	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	....
31 Dec. '59	61.0	—	3.0	—	....	....	....	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	....
31 Dec. '59	46.0	9.0	7.0	—	....	....	....	New Haven and Northampton	1,400,000	—	—	922,500	700,000	—	.....	59.7	.....	90,362	90,362	5	....
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,895	*	—	610,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	—	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	....	....	....	Delaware	1,547,825	*	—	361,478	831,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	....	....	....	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
— — '59	154.2	—	—	—	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191.485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
— — '59	26.5	3.9	....	227.0	....	....	....	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	.....	—	—	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	.....	—	—	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,587	—	—	.....	31.0	.....	—	—	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	—	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 345	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	—	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	....	60
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	87,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	—	—	—	—	—	Chicago and Northwestern	9.344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	53½
10 Nov. '58	33.2	—	....	—	....	....	....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	—	—	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	70½
31 May, '61	176.0	—	....	—	....	....	....	Great Western	0 6,208	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	60¾
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	....
— — —	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	—	—	—	....
— — —	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	—	—	—	—	600,000	—	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	....
— — '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	—	—	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	....	....	....	Rock Island Bridge	—	—	—	—	—	—	.....	oper	by Chic.	& R. Is.	—	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	—	—	....
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	—	.....	108.0	.....	—	—	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29.0	.....	—	—	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	....
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	—	—	—	....
31 Dec. '60	86.0	49.0	....	—	23	—	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	—	—	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542[illegible]	50.0	.....	—	—	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	—	—	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	.....	—	—	—	—	—	....
21 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	—	—	—	....
— — '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	—	—	—	.....	107.6	.....	—	—	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	—	—	—	....
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '60	29.0	—	....	}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	— }				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662.740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	....
— '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	.....	—	—	—	....
— — —	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	.....	—	—	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	763,774	—	—	....
Aug. '60	53.7	—	....	135.3	....	....	....	*Vicksburg, Shreveport & Texas*	1.662,691	*	—	1,283,015	248.969	108,434	1,710,819	53.7	.....	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,908	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	43
30 Sep. '60	30.0	—	.....	—	7	33	107	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	16½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	26.6	.....	544,832	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,100,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	105½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	107¾
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	60.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	79
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	61
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,584	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,701	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	365,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	261,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	—	8.4	24,428	15,891	—	—	.....
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	103
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatun.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	6,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	166.1	17.3	106.8	—	72	59	1,183	Western (Incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	115
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,076,459	1,035,629	—	18
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Soutner n Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,732,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	60,974	1,400,000	.....	.....	—	.....	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,380	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,755,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	399,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	51
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	160,748	209,927	42,219	477,476	20.5	20,960	24,027	12,455	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	5,880,000	.....	12,678,400	124.2	.....	1,997,065	733,960	12	112½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,329,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	43.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	233,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,206,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	na. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	84,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,872	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	291,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	37½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,768	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,382,523	127,375	40,638,447	655.9	3,945,128	6,967,241	2,678,400	6	78½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406	—	30½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,225	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	587,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	176,604	60,118	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,685	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.9	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,546,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,123	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	99
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,466	188.6	—	919,971	493,956	—	33½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	53
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,782	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,553	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,565	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,406,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,554	2,697,090	2,613,384	140,906	5,523,135	205.9	462,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,720	1,385,200	132,063	2,588,876	125.0	—	265,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	8	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	58,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	309	Catawissa	3,403,500	*	*	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,160	5,189,157	5,222,918	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	65
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,308	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	8,787,523	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,371	303 927	9,803,932	—	—	1,753,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	49½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,999	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,512	5,932,761	2,296,402	—	28
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.9	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,626,985	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	48,677	1,238,597	471,712	6	29½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *astérick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,943,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	-------	-------	------	-------	-------	-------	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	-------	1,355,700	54.0	-------	-------	-------	—	—
30 Sep. '59	9.2	15.3	14.9	—	---	---	---	Schuylkill Valley	573,616	*	—	568,150	-------	-------	573,616	24.5	-------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	-------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	-------	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	-------	-------	29.6	-------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	-------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	-------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	-------	2,158,000	50.0	147,231	208,439	96,571	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	-------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	-------	-------	1,916,515	217,577	-------	2,134,092	13.2	-------	-------	-------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	-------	-------	-------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	-------	-------	109.6	-------	283,263	151,536	6	----
— -- '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	-------	-------	49.3	-------	-------	-------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	-------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	-------	-------	200,000	22.5	-------	-------	-------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	-------	575,729	32.0	-------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	-------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	-------	-------	-------	-------	2,643,833	-------	-------	------	-------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	-------	-------	-------	-------	-------	-------	-------	25.1	-------	-------	-------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	-------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	-------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	-------	140.0	-------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	-------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	-------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	-------	------	-------	-------	-------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	-------	-------	------	-------	-------	-------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	-------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	-------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	-------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	-------	-------	159.0	-------	734,118	337,384	6	----
1859	----	—	----	—	---	---	---	Nashville and Northwestern	-------	-------	-------	-------	-------	-------	-------	------	-------	-------	-------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	-------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	---	---	---	Winchester and Alabama	-------	-------	-------	216,962	413,000	408,477	-------	30.0	-------	1,248	-------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	-------	-------	-------	-------	-------	-------	-------	32.0	-------	-------	-------	—	----
-- -- '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	-------	-------	-------	-------	-------	-------	-------	56.0	-------	-------	-------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	-------	-------	275-000	240,000	171,563	-------	50.0	31,300	32,670	-------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	-------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	-------	-------	-------	-------	-------	-------	-------	28.0	-------	-------	-------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	-------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,988,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	-------	-------	-------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	---	Vermont and Canada	1,350,695	-------	-------	1,350,000	-------	-------	1,380,695	ope	r. by Vt.	Central	-------	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	-------	-------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	-------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	---	---	---	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	---	-------	-------	-------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,361	775,500	118,789	-------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	-------	-------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	-------	-------	-------	2,063,655	2,517,500	590,056	-------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	-------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	-------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	-------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	-------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	-------	-------	23.7	12,542	-------	-------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	-------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	800,000	120,000	24,736	-------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	-------	55.0	-------	-------	-------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	-------	-------	-------	10,872,000	10,414,066	996,587	22,282,653	199.8	-------	492,454	-------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	-------	-------	-------	42.0	10 mos.	60,066	-------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	-------	7,500,000	234.4	-------	883,186	439,943	—	19½
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	*	—	345,861	132,000	-------	-------	50.0	-------	121,401	-------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	223,850	68,438	—	----
— -- '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	-------	-------	-------	-------	-------	operated	by	Fox Riv	er Vall.	-------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	-------	-------	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	-------	-------	-------	-------	-------	-------	-------	81.0	166,245	-------	-------	—	11
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	-------	-------	-------	-------	-------	-------	-------	48.0	-------	-------	-------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	-------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	-------	-------	357.0	1,360,900	-------	-------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	-------	-------	-------	-------	-------	-------	-------	24.0	37,081	-------	-------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	-------	-------	-------	-------	-------	-------	-------	96.6	254,530	-------	-------	—	----
-- -- '59	54.0	—	----	—	6	8	118	Ottawa and Prescott	-------	-------	-------	-------	-------	-------	-------	54.0	89,222	-------	-------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	-------	-------	-------	-------	-------	-------	-------	25.0	-------	-------	-------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	-------	-------	4,451,012	108 0	193,683	116,225	41,985	—	---
30 July,'61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60.0	-------	132,555	36,670	—	----
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	---	---	----	Nova Scotia	-------	-------	-------	-------	-------	-------	-------	61.5	-------	-------	-------	—	----
								NEW GRANADA.													
.. Dec. '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	-------	1,550,873	1,936,131	12	112

New York Stock Exchange.

Highest Sale Prices for the week ending Nov. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
Federal Stocks:—						
U. S. 5s, 1871	85¼	----	----	----	----	82½
U. S. 5s, 1874	----	84	84	83½	----	----
U. S. 5s, 1865	----	87¾	87½	----	----	----
U. S. 6s, 1881, reg.	93	93½	----	93	----	----
U. S. 6s, 1881, cou.	93½	93¾	93½	93½	93½	93¾
U. S. 6s, 1862	----	----	----	----	----	97½
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	99⅝	----
State Stocks:—						
California 7s	----	81½	81¾	81¾	81¾	81½
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	82¾	82	----	----	----	----
" Canal bonds	80¾	----	81	81	----	80
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	----	75	----	75	75
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	82	82	----	81¾	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	43⅜	43½	42¼	42¾	41½	44⅛
Do. 1ss. to H. & St. J. R.	----	48½	----	----	48	----
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	60	----	59½	----	60	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	93¾	93	93	91	91	91
Tennessee 6s, 1590	43	----	----	42	42	41½
Virginia 6s	----	48½	47½	47½	47	47
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	62¾	62½	62⅝	----	60	----
Chicago and Rock Isl.	55⅛	54	55⅝	54¾	52¾	53½
Clev., Col. and Cin.	98	98½	----	98¾	----	99
Clev. and Pittsburg	12½	12¾	----	12½	----	----
Clev. and Toledo	35¾	35	34⅛	34⅛	33¾	33½
Del., Lack. and West.	----	----	----	----	65	----
Galena and Chicago	72⅜	71½	70⅜	71	70	70⅛
Hudson River	38⅛	38	36⅜	37⅛	36⅜	37½
Illinois Central (scrip)	61½	61½	60⅜	60⅜	60⅜	60⅜
Michigan Central	51⅛	50½	48⅜	49½	49	49
M. S. and N. I. guar'd	37⅜	37	35⅜	37¼	36⅜	37¼
M. S. and N. I.	18⅛	18⅜	17½	18	18	18
Mil. and P. du Chien	20⅜	20	20	20	19½	19⅞
M. and P. du C. 1st pref.	----	80	----	----	----	----
M. and P. du C. 2d pref.	----	65½	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	79⅜	79⅛	77⅞	78	78½	78½
Erie	32⅜	32	30	31	30	30½
Erie pref.	58	57	57½	53½	53¼	53
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12⅜	12½	12	----	12	12
N. Y. and H. "pref."	32	31	29½	----	30	30
Panama	115	115	114½	114	----	112
Phila. and Reading	34½	34⅞	----	34½	34¼	34½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	70	----	----	----
Chic. and N. W. 1st M.	----	----	----	----	----	38
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	77½	----	----	----	77	----
Chi., Bur. and Q. 8 p.c.	93½	93½	----	93	93½	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	93
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	99	98	98½
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	105	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	75¾	75¾	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	----	----	88	----	87
" " 6 p.c. '75	----	----	----	88	----	87
L. Erie & Wab. 1 M.	73	73	----	----	----	----
" " 2 M.	----	----	----	45	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	95	----	92	----	90
" conv. 8 p.c. '69	----	----	94	94	----	----
Mich. Southern 1st M.	----	81½	----	82	----	----
" " 2d M. Ass.	----	----	60	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	79	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	83
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	92
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1870	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	103	----	----	----	103	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	89	88½	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	70
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	75	----	----	75
Miscellaneous:—						
Del. and Hud. Canal	84	85	84½	----	84½	----
Penn'a Coal Co.	----	----	78	----	----	----
Pacific Mail S. S. Co.	92	93	91½	91	90	87

The following are the closing prices in the London Market on the 7th November:

United States 5s, 1874	74	to	75
Virginia 6s	44	"	46
Erie shares, ex assessment scrip	25¼	"	26½
Erie shares, 7 per cent. preference	43	"	44
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875 x. c.	76	"	78
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $80 paid, dis.	39½	"	38
Illinois Central, all paid	58½	"	59
Michigan Central 8s, Convertible, 1869	80	"	82½
Michigan Central Sinking Fund 8s, 1882 x. c.	84	"	86½
Michigan South. and North. Indiana 7s, 1885	65	"	70
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	--	"	--
New York Central $100 shares	69	"	70
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented	76	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872 x. c.	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	35	"	37
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, November 30, 1861.

Share and Money Market.

The share market the past week has been a very excited one, with a heavy decline, from which it has only partially recovered. The week commenced with an uneasy feeling on account of the Slidell and Mason affair. The excitement created by this had nearly subsided when the question of exchange suddenly assumed a very threatening aspect, exciting great apprehension lest the rise should be followed by a shipment of specie. The alarm is probably groundless, as the balance of trade appears still to be largely in favor of this country. In reference to this subject we have given an extract from the circular of Messrs. Samuel Hallett & Co., in which this whole matter is elaborately discussed. At the close of the week a considerable reaction had taken place, the market leaving off with a very buoyant feeling. Money is in greater abundance, the negotiation by the Banks of the $50,000,000 20 year loan, having had no effect to put up rates. The traffic of the railways is very large, the weather continuing very fine for their operations, as well as for Lake and canal navigation. This is an important element in our foreign trade, as it enables us to accumulate vast stocks of grain at the seaports before winter sets in.

The Illinois Central Railroad Company gives notice to the holders of its stocks, registered on its books on the 15th of January next, that they will be entitled to canceled bonds scrip for five dollars upon each share of stock held by them, deliverable on the 1st of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. Also that two additional coupons, payable July 1, 1862, and January 1, 1863, on the full paid stock of this company will be deliverable on presentation of certificates at this office, on or after the 1st day of December.

The annual election for directors of the New York Central Railroad Company will be held at the office of the company in Albany on the 11th of December next.

Extensive preparations are being made by the Illinois Central Co. to store corn near Chicago, in cribs, for which purpose a whole section of land has been appropriated.

The Vermont and Canada Railroad Co. have declared a dividend of 4 per cent., payable December 2.

A decision has been rendered in the Supreme Court of this city, in the suit of Lamed, assignee, etc., agt. Little, involving the legality of "calls," or privileges to call, for given amounts of stock. The suit was brought upon a call for 250 shares of Chicago and Rock Island, and was referred by the Court to a well known legal gentleman whose report is in favor of the plaintiff, the defense interposed by the defendant being that the transaction was void, as coming within the prohibition of betting and gaming (2 Revised Statutes, page 980).

Nesquehoning Valley Railroad.

We learn that the Nesquehoning Valley Railroad Company have just placed under contract the heavy sections of the grading, on their main road, and also on the branch road, leading toward the Mahonoy Coal Basin. It is the intention, we understand, to prosecute the work vigorously, so that by commencing the light sections early in the Spring, the whole line can be finished simultaneously. The early completion of this road is very important to the coal interests in the Mahanoy Basin, as affording the shortest and best route to market. The Girard coal lands, owned by the City of Philadelphia, so long unproductive, will on the completion of this work, be sought after by the miner, and no doubt will yield a handsome revenue to the city.

New Mode of Firing Cannon.

Applying Fuse to Projectiles.—This invention, patented by R. P. Parrott, of Cold Spring, New York, is more especially intended for the explosive projectiles of elongated form usually thrown from rifled cannon, and which move with the point forward; and it has for its principal object to make the same fuse serve either as a time fuse or a percussion fuse, as may be desired, the fuse employed being the paper fuse commonly used in shells, or of any other suitable kind, and the use of fulminates being dispensed with. The said invention consists in providing in the projectile, on each side of the hole, commonly known as the fuse hole, a hole for the reception of the fuse intersecting or meeting the first-named hole in a transverse direction. In connection with this transverse hole for the reception of the fuse, there is employed in the first-mentioned hole to effect the explosion of the projectile by percussion, a movable plug, plunger or other piece of metal suitably applied to break the fuse when the projectile strikes, so that the fire from the fuse, which is ignited by the fire of the gun, may communicate with the charge of the projectile; but this plug or piece may be omitted when the fuse is to be used as a time fuse.

Dubuque and Sioux City Railroad.

At a meeting of the Board of Directors of the Dubuque and Sioux City Railroad Company," held in New York on the 28th of October, 1861, all the Directors being present either in person or by proxy, the resignation of Mr. Herman Gelpcke as President was tendered and accepted, and Edward Stimson, of Dubuque, was unanimously elected to fill the vacancy.

Cotton in Illinois.

A letter from the West states that several farmers in Southern Illinois have engaged in the business of cotton raising this season:

"One farmer in Christian County, on the line of the Illinois Central Railroad, planted ten acres this year, and although it was planted so late that but one picking could be had, yet the average product was 800 pounds per acre. This at present prices is doubly profitable to the raising of wheat or corn. This experiment has so encouraged the produce experimenter that he proposes to enter largely into cotton raising another season—even to the extent of 2,000 acres. Other parties in that and the neighboring counties are preparing to make this their principal business another year. Buildings and machinery are to be erected for ginning and baling. The Tennessee upland variety is raised. One resident, of 27 years' standing, says he has raised cotton every season without a single failure, which is more than can be said of wheat or corn."

Railroad Freights.

Our railroads are doing a great business in the freight line, taxing the rolling capacities of the roads to the utmost extent. On Monday 120 cars, fully loaded with freight, came on the Grand Trunk road. The Kennebec and Portland Road is doing better than it has ever before done. The opening of the Androscoggin extension has thrown a large freight traffic on the K. & P. road. The York and Cumberland keeps all its cars fully employed. The Androscoggin and Kennebec is also doing a large business.—*Portland Argus.*

New York Central Railroad.

"On Saturday last, the New York Central Railroad Company sent eastward, from this city, *three hundred and seventy six* cars, fully laden with freight. They were chiefly from Buffalo and Suspension Bridge, and were laden with flour and other rolling freight from the West, cattle, &c. Had these cars been wholly laden with flour, they would have taken 37,600 bbls. This was the largest day's work in freighting ever performed on the Central. Great as the number of cars was, the whole freight could have been put in twenty large-class canal boats, which eighty horses and one hundred men would have worked through from Buffalo to Albany in a week. The cars will make two round trips in that time. So it may be said that the freighting capacity of the Central Railroad is equal to eighty first-class canal boats. It is possible that we have estimated the number of trips by the cars too low, but we have been told that the same cars do not ordinarily make above two round trips per week."—*Rochester Union.*

Philadelphia, Wilmington and Baltimore Railroad.

A correspondent inquires about Wilmington, and whether it is advancing as an investment or as a temporary speculation? We reply that when the rebellion broke out, the Wilmington was doing such a business, under the management of Mr. Felton, as would have made it a regular 8 per cent. stock, after certain improvements and expenditures had been met. Since that time its earnings have increased very much, from the Government and other business which has been heaped upon it. In October alone the increase was $60,000 over the earnings of October, 1860. November also bids fair to show an equally handsome gain. Whether the war be long or short, Washington cannot but be a great military as well as political headquarters henceforward, and the Wilmington is therefore sure of a large business, far surpassing that which it enjoyed before 1861, but which really netted 8 per cent. to the corporation. But the bare possibility that the rebels might occupy Washington and menace Baltimore has greatly depressed the Wilmington in the market, and it is only as these fears have been vanishing, that the stock has rapidly advanced. We like to talk plainly, and see no reason why we should not do so. If our views are incorrect they will fall to the ground. We never stop for insinuations. We consider Wilmington worth par ($50 per share) for the reasons that it is in good order, is well managed, has a moderate debt provided for by a sinking fund, and is earning 10 to 12 per cent. per annum. It may safely be assumed to pay $4 per share (8 per cent.) hereafter, and in this view we cannot perceive why it should not sell for as much as the Northern that pays $4 or the Eastern that pays $4. Our plain inference is, that although Wilmington has advanced rapidly, it is yet very cheap, in view of its condition, management, profits and security from damage by treason.—*Boston Post.*

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of November 27, were as follows:

London—60 days' sight.....109¼ per cent
London—3 days' sight.....110¼ "
Paris—60 days' sight, per dollar..5f. 18¾c.
Paris—3 days' sight, per dollar...5f. 13¾c.
Amsterdam—60 days' sight, per guilder.....41⅛c.
Hamburg—60 days' sight, per marc banco.....36¾c.
Frankfort—60 days' sight, per florin.....41½c.
Bremen—60 days' sight, per rix dollar.....79½c.

New Books Received.

A MANUAL OF ELEMENTARY GEOMETRICAL DRAWING. Involving three dimensions.—By S. Edward Warren, C. E. Published by John Wiley, 56 Walker st., N. Y.

This work is designed for use in high schools, academies, engineering schools, etc., and for the self-instruction of inventors, artizans, etc. In five divisions, viz: Elementary Projection; Details of construction in masonry, wood and metal; Rudimentary exercises in shades and shadows; Isometrical drawing; Elementary structural drawing.

Philadelphia, Germantown and Norristown Railroad.

This company was chartered February 17, 1831, with authority to construct a railroad from Philadelphia to Norristown, 17.06 miles, and a branch to Germantown, 3.14 miles. Construction was commenced in the same year, and the road completed and opened to Germantown, June 6, 1832; to Manayunk, October 18, 1834; and to Norristown, August 15, 1835. The Chester Valley Railroad, extending from Bridgeport to Dowingtown, 21½ miles, was operated under lease by this company from the date of its opening, September 12, 1853, to January 1, 1859—the latter charging 70 cents for each mile run by cars. The receipts from, and expenditures on account of operating this road are given in the annexed statement. The Chesnut Hill Railroad, extending from Germantown to Chesnut Hill, 4.16 miles, was completed in October, 1854, and has since been operated under a lease by this company—the former receiving as rent therefor, one half of the gross earnings from the traffic between Philadelphia and Chesnut Hill, until the earnings reach $17,000 a year, and one-fourth of all earnings above that amount. The receipts from and expenditures on account of operating this road are also given below.

The capital stock authorized was $1,250,000, of which $1,243,500 has been paid.

The funded debt of the company amounts to $374,800, classified as follows: Consolidated Loan 6 per cent. bonds, $274,800—dated 1848, and payable in 1865, with interest semi-annually Jan. 1, and July 1, in Philadelphia. Loan of 1852, $100,000, payable in 1863, with interest semi-annually June 1, and Dec. 1, in Philadelphia.

The following is a statement of receipts and expenditures for the years ending September 30:

	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Receipts for passengers.....	$143,522.71	$147,761.33	$170,142.81	$168,186.00	$173,720.00	$192,723.00	$169,550.06	$164,080.56
" freight.....	59,882.35	59,919.90	65,468.71	71,296.87	58,469.24	62,714.75	60,849.64	49,488.18
" coal, from Reading R.R.	14,642 09	17,651.36	18,879.84	18,774.19	14,998.10	11,994.86	15,842.03	14,661.64
" rents, sales, mater'ls,&c.	4,906.09	7,291.18	4,107.44	4,271.47	4,695.96	3,968.59	4,234.66	4,824.70
" running C. V. R. R....	19,561.00	18,404.40	18,539.50	19,063.80	18,867.80	4,820.20	.....	.....
" pass. & fr'ts C. H. R. R.	2,552.25	8,061.12	10,128.46	10,736.30	9,898.54	12,436.01	17,868.90	15,470.45
	$244,566.59	$259,089.38	$287,261.76	$312,958.63	$279,589.64	$288,657.41	$248,475.53	$248,475.53
Ordinary and incidental expenses...	$101,058.72	$113,126.50	$106,036.36	$111,230.92	$111,641.19	$119,572.14	$131,705.07	$133,117.03
Running C. V. Railroad.....	*11,488.34	15,988.15	13,682 29	15,633.95	15,595.58	5,864.63	.....	.....
Running C. H. Railroad.....	*1,690.25	6,177.79	5,291.78	5,987.38	5,998.50	6,536.69	7,322.91	5,234.00
Extraordinary expenses.....	19,670.10	1,490.30	7,719.15	4,286.54	.....	2,722.85	3,542.41	826.84
New engines, depots, station houses, new tracks, &c., &c.....	70,990.97	31,069.62	44,441.65	259,828.15	32,728.07	16,555.77	7,870.54	5,105.26
Int. on consolidated and other loans.	22,284.00	22,704.00	22,239.00	21,921.00	22,128.00	21,744.00	20,403.00	21,627.00
Dividends on stock.....	70,971.05	71,041.00	90,763.75	120,997.00	128,063.00	121,427.50	109,863.00	99,347.00
State tax.....	2,916.74	5,107.72	6,205.51	5,551.09	6,172.95	6,097.87	4,934.00	8,558.47
	$301,069.87	$266,655.08	$298,279.43	$545,436.03	$322,312.22	$300,010.45	$285,640.93	$168,810.60

* Oil, tallow, waste, general charges, use of engines and cars, not charged.

The following is the income account of the company for the year endieg September 30:

Receipts—	1860.	1861.
Balance from previous year	$59,654	$54,602
Receipts from passengers	169,550	164,030
" freights.....	76,192	64,160
" C. H. Railroad....	17,859	15,470
" rents, etc	3,609	4,163
Bills payable	24,824	5,966
Sundry receipts.....	1,748	1,752
Int. on sinking fund investment.	414	220
Sinking fund investment.....	.....	6,435
Sale of stock.....	20,000	.....
" locomotive	.....	3,000
Chesnut Hill Railroad Co	11,058	10,824
	$384,908	$330,612

Disbursements—		
Repairs of road and bridges	$16,979	$32,952
Running Chesnut Hill R. R.	7,323	5,234
Repairs of engines and cars	9,625	13,191
Conducting transportation, etc.	61,184	63,413
Fuel, oil and waste	35,932	23,758
Dividends on stock	109,863	99,347
Interest on loans	20,403	21,627
Interest, taxes, damages, etc.	17,577	14,184
Investment for sinking fund	7,000	.....
Depots, station houses, etc.	7,971	12,387
Chesnut Hill Railroad Company.	11,395	8,338
Bills payable	25,054	6,000
Cash	54,602	40,181
	$384,908	$330,612

CONDENSED BALANCE SHEET, SEPT. 30.

	1860.	1861.
Capital stock	$1,243,500	$1,243,500
Consolidated loan	274,800	274,800
Loan of 1852	100,000	100,000
Sinking fund	40,587	47,319
Dividends	50,234	37,932
Interest on bonds	1,446	975
Contingent dividend acc't	54,809	47,493
State tax on dividends	4,934	4,352
Chesnut Hill Railroad Co.	790	3,276
	$1,771,100	$1,759,467
Cost of road and bridges	$1,131,079	$1,131,079
Real estate, depots, etc	311,864	326,718
Engines and cars	237,405	236,289
Sinking fund	36,150	25,200
Cash	54,602	40,181
	$1,771,100	$1,759,467

	Miles run by trains.	Rec'ts per mile run.	Cost per mile run.	Passengers carried.
1854	131,706	$2.55	77 cts.	861,764
1855	127,869	2.32	74 "	902,040
1856	142,983	2.45	67 "	1,131,385
1857	161,124	2.20	62½ "	1,269,725
1858	167,787	2.04	60 "	1,237,342
1859	234,064	2.27	54 "	1,584,165
1860	247,902	2.53	54½ "	1,629,777
1861	249,960	2.35	55 "	1,668,599

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of road, etc.	Gross earnings.	Operating expenses.	Net earnings.	Divi-dend.	Per cent.
1844	$760,570	$50,093	$10,040	$10,053	$.....	..
1845	786,670	57,170	68,100	*	.....	..
1846	812,530	79,062	75,692	3,370	.....	..
1847	837,230	92,677	71,727	20,940	.....	..
1848	861,230	104,886	72,912	31,974	.....	..
1849	900,230	107,674	85,749	21,925	.....	..
1850	954,635	121,713	101,806	19,907	.....	..
1851	982,728	139,959	76,250	63,709	14,096	2
1852	1,067,422	138,516	113,328	25,188	37,032	5
1853	1,160,989	175,471	147,776	27,695	51,999	6
1854	1,211,600	244,566	133,908	110,658	70,971	8
1855	2,274,150	259,089	136,732	122,357	71,041	8
1856	1,328,242	287,262	134,729	152,533	90,663	10
1857	1,544,620	312,958	137,138	175,820	120,997	10
1858	1,651,533	279,589	133,230	146,359	128,053	10
1859	1,672,378	288,657	134,185	154,472	121,428	10
1860	1,680,349	267,835	142,570	125,265	109,863	8
1861	1,694,085	248,475	139,178	109,297	99,347	7

The cost and earnings of the road cannot be given prior to 1844. The gross earnings for the past 18 years have been $3,255,952, the aggregate expenses, $1,939,260, and the net earnings, $1,317,526. The dividends declared since 1851 have amounted to 84 per cent., and the disbursements on that account to $915,490. The average cost of road and equipment has been $1,177,769.

President—EDWARD C. DALE.
Secretary and Treasurer—W. S. WILSON.
Superintendent—H. K. SMITH.

Railroads in California.

The following statistics of the earnings of the Sacramento Valley R. R. for the last three months of this year—July, August and September—would indicate that railroad stock must be looking up. With such a promise of increased business, railroads must certainly pay in California. The following are the earnings of July, August and September $70,726 78
Expenses for the same time 28,488 32

Net above expenses $44,238 46
" " same time last year.. 29,217 44

Increase this year $85,021 02

This shows a net increase of over fifty per cent. on the same time last year. The Central Railroad, connecting with this road at Folsom, will be finished this month to Lincoln (twenty miles), and from thence to Marysville next season, and the railroad from Folsom to Auburn is now being graded, and will be finished by the 1st of April next. Both of these will be paying roads, and will add largely to the receipts of the Sacramento Valley Road. There is also a railroad in contemplation from Folsom to Placerville; surveys have been made, and it may be built next season. Railroads built for cash on any thoroughfare in this State, will pay handsome dividends to the stockholders; and now is the time to build them, when iron and labor are cheap.—*Atla California, October 6.*

Iron Bridge for the Illinois Central R. R.

Messrs. Kellogg & Co.'s Iron works in Detroit are constructing an iron suspension bridge 340 feet in length, for the Illinois Central R. R. track, across Cache River, five miles from Cairo. This bridge has three spans and four towers, upon which the whole weight of the bridge and whatever is on it, is made to rest. There are two of these bridges, the one called a "Through Bridge," and the other a "Deck Bridge." The train goes through the former, while it only goes over the latter, which is only used where the grade of the road is sufficiently high to admit of being built above high water mark. Kellogg & Co. are also building a deck bridge for the Galena and Chicago Union Railroad.

Railroad Earnings--Monthly.

The Buffalo and State Line Road earned in October about $112,000, at an expense of no more than $42,000, leaving about 7½ per cent. net on the capital stock of $2,000,000 for a single month. The net profit on the traffic of October, 1860, was $59,000, as against $70,000 the present season.

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of October, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$197,343 50	$267,457 06
" " merch'dise	40,832 29	66,148 21
" " travel, etc.	38,033 12	35,351 17
Total	$276,208 91	$368,956 44
Transportation, roadway, dumpage, renewal fund, and all charges	123,419 11	144,812 38
Net profit for the m'th	$152,789 80	$224,144 06
Profit for the previous 10 months	1,134,521 51	1,269,781 10
Tot. profit for 11 mos.	$1,287,311 31	$1,493,925 16

The loss of revenue the past month from coal as compared with corresponding time last year is $70,113, and from merchandise, $25,316; the travel showing an increase of $3,000. The expenses were lessened $21,392. Net loss for the month, $71,333, and for the 11 month of the fiscal year, $206,614.

Railroad Earnings--Weekly.

The earnings of the Cleveland and Toledo Railroad for the 3d week in November, 1861, were $18,980
Do., 1860 20,450

Increase $1,470

The traffic of the Great Western Railway of Canada for the week ending Nov. 22, 1861, was as follows:

Passenger	$17,177 48
Freight and live stock	26,859 59
Mails and sundries	2,068 99
Total	$46,106 06
Corresponding week of last year	43,515 74
Decrease	$2,590 32

The earnings of the Galena and Chicago Railroad the 3d week in Nov., 1861, were $34,919
Do., 1860 36,841

Decrease $1,922

The earnings of the Michigan Central Railroad for the 3d week of Nov., 1861, were $52,593 85
Do., 1860 ..... 48,529 49

Increase $4,064 36

The receipts of the Grand Trunk Railway of Canada for the week ending Nov. 16, were $91,938 75
Corresponding week, 1860 ..... 80,195 72

Increase in 1861 ..... $11,743 03
Total traffic from July 1st, 1861 ..... $1,416,756 11
Corresponding period previous year. 1,372,198 72

Increase $44,557 39

Pacific Mail Steamship Company.

The quarterly statement of this company shows the following result:

STATEMENT OF THE PACIFIC MAIL STEAMSHIP COMPANY, Nov. 1, 1861.

Assets.

Cash on hand, loans and investm'ts.	$1,390,038 58
31,972 tons coal on hand and in transitu, on which there has been paid	382,025 55
12 steamers, including new steamer Constitution	1,711,337 98
Storeships, iron boats and scows	67,117 00
Real estate	251,534 62
Machinery at Benecia	81,000 00
Outfits and supplies in the hands of agents, and in transitu	147,932 14
Stock in North Atl. Steamship Co.	221,666 65
Due from agents and pursers	20,755 68
Total	$4,273,408 20

Liabilities.

Capital stock	$4,000,000 00
Sundry unsettled accounts	42,976 97
Profit and loss, surplus Aug., 1861	$70,120 81
Profit and loss, net earnings for the three months endings Nov. 1.	397,270 33
Total	$467,391 24
Charge sinking fund depreciation of steamers & real estate (Ben'a).	236,960 01
Surplus Nov. 1	$230,431 23
Total	$4,273,408 20

From the surplus of Nov. 1, a quarterly dividend of 5 per cent. on the capital stock was declared payable Nov. 13.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	82
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	600,000	7	1866	95
Income (½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	101½
2d Mortgage	600,000	7	1875	102½
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	---------	†	------	----
2d Mortgage	---------	†	------	----
3d Mortgage	---------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	82
1st Mortgage	3,600,000	7	------	38
2d Mortgage	2,000,000	7	------	14
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	77
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	---------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	---------	7	1891	----
Free Land, 2d Mortgage	---------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	98½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98½
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	75½
Convertible	1,002,000	7	1867	69
Illinois Central:				
Optional Right Scrip	38,000	7	1868	62½
Construction	12,885,000	7	1875	87
Construction	4,115,000	6	1875	87
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11
2d Land Grant (Western Div.)	353,600	†	------	11
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	85
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	94
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	82
Northern Indiana, 1st	985,000	7	1861	83
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	80½
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	79
2d General Mortgage	2,465,000	7	1877	72
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Snbsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	600,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	91
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	92
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	101
3d Mortgage (convertible)	6,000,000	7	1883	89
4th Mortgage (convertible)	3,729,000	7	1880	77
5th Mortgage	1,277,000	7	1883	70
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	92
3d Mortgage	862,300	7	1867	77
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Conpon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	305,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436 800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,500	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Conpon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	75
2d Mortgage (convertible)	2,000,000	7†	'68-'70	81
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	73
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,347,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

(From the C., E. and A. Journal.)

Suspension Girder Bridges for Railway Traffic.

(Continued from p. 823.)

For a girder of a given uniform section, the wave of simple deflection may be determined by the ordinary rules. As the resistance of the girder to vertical displacements will be far more powerful than that of the chain, the displacements being very small compared with the versed sine of the curve of the chains, no serious amount of error is involved in assuming that the form of this wave depends absolutely on the girder, without reference to the chains.

We can therefore at once give an algebraical expression for z_1, the ordinate of the wave of simple deflection. Thence can be determined the value of $\int \frac{dy}{dx} dz_1 = H$, the horizontal distance by which the span of the chains would be diminished through the wave of simple deflection, were the effect not compensated by the reflex wave.

The reflex wave must be of a form due to the action of an equally diffused upward pressure on the girder, since the curve of the chains (when the displacement is not considerable) may still be considered to be that due to equal loading; and the equal loading of the chain being conveyed through the suspension rods attached to the platform, the reaction on the platform must be equally distributed also. For similar reasons to those already adduced, the form of this reflex wave is deducible from the laws of girders simply. Its magnitude—and, in consequence, the proportion which the chains bear of the entire load—is determined by the equation

$$H + \int \frac{dy}{dx} dz_2 = 0;$$

which gives the conditions on which alone the reflex wave can compensate the wave of deflection.

Having thus determined the simple wave of deflection and its ordinate z_1, and the reflex wave and its ordinate z_2; the superposition of the one wave on the other gives the actual compound wave of deflection with its ordinates $= z_1 + z_2$. The actual strain on the girder at any point will be found by subtracting from the strain accompanying the simple deflection the upward strain due to the reflex wave. In fact, the process of the analysis has regarded as successive two waves which are actually simultaneous; and by thus resolving the compound wave into its component parts, a solution is attained capable of simple and ready application.

If, for instance, it be inquired, what effect will be produced by a weight w placed on the suspended girder at a point distant d feet from the half-span (the ratio $\frac{d}{s}$ being expressed by r), it will be found, on pursuing the method of investigation just indicated, that a distributed pressure will be thrown on the chains

$$= \left(\frac{25}{16} - \frac{15}{2} r^2 + 5r^4\right) \times w;$$

and that the reflex wave due to the reaction of the chains will have its ordinate at the half-span

$$= k \times \frac{5}{6} \frac{s^3}{64} \left(\frac{25}{16} - \frac{15}{2} r^2 + 5r^4\right) \times w,$$

k being a co-efficient depending on the rigidity of the girder, and s being the span. Combining the reflex wave with the simple wave of deflection (determined by the usual rules for girders), in which the same co-efficient k will occur, the compound wave is obtained. A correction for the effect of the stretching of the chains which goes to reduce the reflex wave, remains to be made and the result is a very close approximation to the actual state of the suspended girder under the assumed conditions.

The case in which a single concentrated load produces the greatest wave, and causes the greatest strain to be thrown on the girder, is when it is placed at a distance midway between the half-span and one of the towers. A load of 256 cwt. placed in this position causes a distributed pressure on the chains equal to 285 cwt. This excess of 29 cwt. is due to the reaction of the further end of the girder, which is supposed to be fixed down to the pier by rollers, as it would otherwise be lifted from its seat by the tension of the chains. Let us compare the wave caused by a weight in this position with the deflection which the same weight would produce if placed in the centre of the girder, the support of the chains being withheld: w being the weight, and k the constant already referred to, $-kw \times \frac{s^3}{48}$ is the deflection which would follow were the girder not suspended, and the weight placed in the centre. To facilitate comparison we will therefore express the ordinates of the wave now under examination in terms of $\frac{kws^3}{48}$.

First, the simple wave of deflection will have for its ordinates—

at the loaded quarter-span $-0.5625 \times \frac{kws^3}{48}$

at the half-span ..... $-0.6875 \times \frac{kws^3}{48}$

and, at the opposite quarter-span, $-0.4375 \times \frac{kws^3}{48}$.

The reflex will have for its ordinates—

at the loaded quarter-span, $+0.4959 \times \frac{kws^3}{48}$

at the half-span ..... $+0.6958 \times \frac{kws^3}{48}$

at the opposite quarter-span $+0.4959 \times \frac{kws^3}{48}$.

The addition of these ordinates will give the following as as the ordinates of the resultant wave:—

at the loaded quarter-span (a depression), $-0.0666 \times \frac{kws^3}{48}$

at the half-span (a rise) ..... $+0.0083 \times \frac{kws^3}{48}$

at the oppos. quarter-span (a rise) $+0.0584 \times \frac{kws^3}{48}$.

The greatest deflection is, therefore, $-0.0666 \times \frac{kws^3}{48}$, or 1-15th of the deflection due to the same load placed on the middle of the girder without chains. This result has, however, to be increased by the correction for the stretching of the chains.

The preceding result cannot be directly compared with those given by Mr. Barlow's experiments, because the reflex wave in his model is affected by the inequality in the height of the towers, which is such as to increase this wave by 1-73rd part when the load is placed one-fourth of span from the high tower, or to reduce it by the same amount when the load is placed one-fourth of span from the low tower. We will, therefore, take the mean of two experiments with the first girder, the load being 56 lbs.; in the first case, placed at quarter-span from the high tower, and, in the second case, at quarter-span from the low tower; and compare the mean so obtained with the deductions of theory.

The girder experimented on was one which, without the chains, deflected 1.2 ins. when a load of 42 lbs. was placed on the centre. In this instance, therefore, $\frac{kws^3}{48} = \frac{1.2}{42} \times w = \frac{w}{35}$. For the load of 56 lbs. at the quarter-span we have, therefore, to multiply the co-efficients of $\frac{kws^3}{48}$, as above determined by the fraction $\frac{56}{35}$, or $\frac{8}{5}$, in order to obtain the ordinates, in fractions of an inch. The following is a comparison of the results:—

	Theory. inch.	Experiment. inch.
At loaded quarter-span..	D. —0.107	D. —0.110
At half-span	R. +0.013	D. —0.010
At opposite quarter-span.	R. +0.093	R. +0.055

D.=Depression. R.=Rise.

With a load of 168 lbs. placed at the quarter-span, taking the mean of two experiments as before, we get the following results:—

	Theory. inch.	Experiment. inch.
At loaded quarter-span..	D. —0.320	D. —0.320
At half-span	R. +0.040	D. —0.065
At opposite quarter-span.	R. +0.280	R. +0.170

In glancing at these figures, an exact correspondence is noticeable between theory and experiment in the amount of depression at the loaded quarter-span. We must not, however, allow ourselves to be deceived by an identity of result, which arises from a compensation of opposite disturbing causes. It is evident that the form of wave in the model is different from that of the calculated wave; that the centre is depressed instead of rising; and that, while theory gives 0.60 inch as the sum of extreme depression and extreme rise, experiment reduces this sum to 0.49 in.

One element of this difference is to be sought for in the stretching of the chain in the model, which causes a deflection at the centre of the girder, and elongates and deepens the wave of depression, at the same time that it reduces the wave of elevation. The other element of difference lies in the resistance of the chain itself to a change of position, a resistance very noticeable in a heavily-weighted model with an exaggerated wave, but omitted in our theory; the error involved in the omission being one on the safe side. The operation of this cause in modifying and reducing the total wave (as measured from extreme deflection at one-quarter span to extreme elevation at the opposite quarter-span) may be traced in the successive experiments made by Mr. Barlow, in which the distributed load on the platform was gradually increased to 193 lbs. In this set of experiments, the girder was a plank, 7½ ins. by ¾ in., the deflection of which, without the chain, was 1.48 ins. with 10 lbs. A weight of 56 lbs. was placed at quarter-span from the high tower. The displacements according to theory, after correction for the unequal height of the towers, should be as follows:—

	Inch.
At quarter from high tower	—0.496
At half "	+0.148
At three-quarters "	+0.540

The actual displacements with no distributed load on the platform were—

	Inch.
At quarter from high tower.	—0.48
At half "	—0.02
At three-quarters "	+0.29

But with a distributed load of 193 lbs. placed on the girder, the displacements caused by the 56 lbs. weight became reduced to the following:—

	Inch.
At quarter from high tower	—0.31
At half "	+0.05
At three-quarters "	+0.20

As might have been expected, the more the wave is magnified in the model, by reducing the rigidity of the girder, the more widely the actual displacements differ from those of theory; owing to the resistance of the chain to these exaggerated displacements becoming more appreciable. Thus, for the girder which deflected without the chains 2.375 ins. under a load of 8 lbs., if we take a mean between the results given by 56 lbs. placed at one-fourth from the high tower, and the same weight placed at one fourth from the low tower, we find the calculated and the actual displacements to be respectively as follows:—

	Theory. Inch.	Experiment. Inch.
At loaded quarter-span	—1.108	—0.855
At half-span	+0.138	+0.160
At opposite quarter-span...	+0.971	+0.780

The result of the experiments in this instance is very diverse from those of the preceding experiments, especially in the proportionate largeness of the wave of elevation, which in fact seems anomalous.

On the whole, the comparison of these experiments with the results of calculation considerably confirms the accuracy of the theoretical formula, as applied to the small actual dipplacements of a full-sized bridge. It must, however, be remembered, that it has been assumed that the flexibility of the girder is everywhere uniform, and the same for upward as for downward pressure—conditions not always found in a plank, such as took the place of a girder in Mr. Barlow's model; and assumed further, that the girder is not continued nor weighted from any distance beyond the face of the piers.

According to the calculated co-efficients, a concentrated load at quarter-span from one tower will cause a depression of 0.0666, or 1-15th the deflection which the same load without the chains would cause if placed at the centre of the girder. This depression will be accompanied by a rise at the opposite quarter-span of 0.0584. The depression will be increased, and the rise diminished, by the stretching of the chains. The sum, which will not be affected by the stretching of the chains, is 0.1250, or $\frac{1}{8}$.

(To be continued.)

Duty of Prize Masters.

THE PRIZE CASES: TO WHOM BELONGS THE CUSTODY OF PRISONERS, THE CIVIL OR MILITARY POWERS?

The law of prize cases is comparatively, novel to American people. They, of course, only occur during time of war; and not being brought to our attention during intervals of peace, the principles of law governing such cases, and even the formula of proceedings are forgotten.

The Justice in the District Court of the United States for the Eastern District of Pennsylvania, in answer to a letter addressed to him by the Military Comandant of the Navy Yard at that station, lays down the law relative to the custody and control of prizes and prisoners, during the time they are in port, and the case is undergoing adjudication. He also applies the principles so laid down to the case of the Amelia, a vessel then in port, possession of which had then been given to the Marshall of the District by the Prize Master. The following is the Justice's answer to the letter.

CADWALADER J. In this case I have received a letter from the commandant of the navy yard at this station, on the subject of the persons on board of this vessel, whom he designates as prisoners and passengers. Though epistolary communications to courts of justice are always inconvenient, and in most cases irregular, an occasional exception must be allowed in transacting the peculiar business of Prize Courts. I have therefore directed that this letter be filed. The commandant asks me for some directions as to his disposal of these persons, I can of course give no directions as to the mode, in which officers of the naval service are to follow its rules concerning the custody and treatment of their prisioners, though in the case of a prize, I might entertain a complaint of irregularities of certain kinds in these respects.

In prize cases the duty of the Naval Captors who send a vessel into port for adjudication, requires them to send in a sufficient number of the persons taken in her, including in ordinary cases the master and mate, as witnesses for examination. In some cases, actual or nominal, passengers are the most important examinants. Few really contestable cases occur in which the examinants are too numerous. They are not unfrequently too few; and they have in some cases been persons of too inferior grade to satisfy the requirements of the judicial investigation. A neglect of the fulfilment of this duty, not less than improper treatment of captured persons, may be the subject of judicial consideration, affecting questions of prize money, and of costs and semetimes involving questions more serious.

Officers of the naval service have occasionally fallen into the mistake of supposing that when captured vessels are brought into port, and pass into judicial custody, the care and custody of the prisoners, or persons brought in for examination, becomes judicial. This impression is, in a general sense, erroneous. The custody, unless they are surrendered under some criminal charge, cognizable by the judicial authority of the district continues to be military, and cannot be interferred with by the Prize Court, except for the purpose of securing the examination of the witnesses. So, after their examination has been completed, their custody, if it continues, is still military and not civil, unless they are charged with a criminal offence, and surrendered under it. Whether persons not thus charged should be detained in military custody after they have been examined, is often a question of great public interest, and may be attended with serious difficulty. But this question does not concern the Prize Courts. It is for the consideration of the prize master, or of the superior naval officer of the station.

On a former occasion I made some remarks, of which the substance was written out, and formed the basis of a subsequent communication from the Assistant Attorney of the United States for this district to the Attorney General. What I then said I now repeat, as follows:

"When a captured vessel is brought into port for adjudication, and passes into judicial custody, the prize master or other naval commander retains the custody of the prisoners until, according to the rules of the naval service, they are discharged, or transferred into close custody, as the public interest may require. Sometimes the prisoners are merely persons detained for examination as witnesses. That they are brought in and are detained for this purpose alone, does not prevent them from continuing in *naval* custody. Sometimes these persons cannot be discharged with humanity, because they might starve for want of means of present support in a strange place. In other cases, they are so far dangerous from possible hostile relations, that, though perhaps not liable to detention as close prisoners, their premature liberation would be imprudent. The duty devolves upon the Government, but not upon its judicial department, to provide for their support while in port. If the expenses of their comfortable subsistence are not defrayed by the local disbursing agent of the naval department of the Government, and they are consequently discharged, their discharge cannot be prevented by the Prize Court. This court might, if they were thus discharged before the completion of their examinations, direct an allowance to them of one dollar and a-half per day each, as witness money. But this allowance would only be made for the time, seldom exceeding a single day, of their actual detention for examination after their discharge from naval custody, and would not absolve the naval custodian from responsibility for premature or improper discharge, or for want of proper care of them before and afterwards.

"An incidental subject of less importance, though not unimportant, is that the prize master and and his crew usually incur incidental charges which cannot be repaid by the marshal or other officer of the judicial department until after the condemnation and sale of the captured property. Such expenses ought to be promptly reimbursed as other current local expenses of the naval station to which the prize may be brought. The officer defraying them can, in proper cases for a reimbursement, obtain it after condemnation out of the proceeds. This, if a condemnation ensues, can, on behalf of this officer, be attended to by the Attorney of the United States, who, in proper cases, is always ready to render such incidental services on request. Pilotage, towage and canal charges, are examples of such expenditures as may be thus incurred by persons entrusted with the safe delivery of a prize vessel into the hands of the judicial officers of the Government. Such charges are not, like the wharfage, &c., incurred *after* delivery into judicial custody, payable by the marshal. I have been told that in some judicial districts of the United States, the marshals are in the habit of paying such prior charges. This may be very proper where they may choose to act for the purpose as disbursing agents of the proper executive department of the Government, and are employed for the purpose. But it is not a part of their official duty as marshals, or a subject within any direct cognizance of the Prize Court before condemnation."

The question how far the military duty of protecting a prize in the port of adjudication, continues to rest upon the prize master and his crew, after she is in the marshal's official custody for civil purpsses, arose in a case in which some of the prize crew had deserted in this port. The case was that of a recaptured vessel. The question was whether the deserters had forfeited their shares of salvage decreed. If no such duty of protection continued, their shares were not forfeited by such subsequent misconduct. The case was argued on the question whether the duty did not continue so long as they remained in the port of adjudication, and had been assigned to no other incompatible naval duty. The case remains under consideration. A similar question as to prize money might arise in the case of a captured vessel. The distinction between cases which thus concern the vessel, and the case of prisoners, is, that prisoners do not pass, as the vessel does, into the custody of the Prize Court. However therefore the case to which I have referred, of the deserters, may be decided, the case of prisoners is free from doubt. It would be easy to state cases in which their military custody might be required for the safety of the country. The rule must be uniform in all cases.

The clerk of the court will send a copy of this to the naval commandant. The District Attorney informs me that he has no criminal charge to prefer against any of the prisoners. The prize commissioners has not, as yet, made his report. But he informs me that he has completed his examinations of the witnesses who were brought in the vessel. The libel was filed and allowed yesterday, when the vessel passed into the legal custody of

the marshal. The business of the court, therefore does not seem to require the longer detention of any of the persons in question. Their discharge or detention rests with the officers of the naval service, according to its rules.

In the case of the *Amelia* the prize master reported to the Justice that he had given possession of the ship to the marshal of the district, and since giving it to him, had aided him in the custody and safe keeping of the vessel and cargo; and he had allowed the persons sent with him on board of the ship, viz: the captain, his wife, the cook and his wife and daughter, to go ashore for their greater comfort, there being no conveniences for them on board the vessel; and each and all of them remainly willingly subject to the orders of the judge of this court. To this the court responded as follows:

The prize master is mistaken in supposing that the persons mentioned in the above statement are subject to the order of the court. On the contrary, they are in custody of the naval captors, unless they have been duly discharged. The court cannot interfere to direct their discharge. But if the commissioner of the court and the prize master concur in opinion that there is no reason for their longer detention, the court cannot perceive that their discharge would be censurable. This, however, is a matter for naval, and not for judicial regulation.

The prize master, stating that his duties may require him to leave Philadelphia, the court add, that so soon as the persons in his custody shall have been discharged, or their custody otherwise regulated by the proper naval authority, the court perceive no necessity for his remaining here longer. But so far as naval duties may be concerned, the prize master will, in this respect, judge for himself what should be his course of conduct.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

TWO additional coupons payable July 1, 1862, and Jan. 1, 1863, on the full paid stock of this Company, will be deliverable on presentation of certificates at this office, on or after the 1st day of December.

48 THOMAS E. WALKER, Treasurer.

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 1, 1861.

THE annual election for Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the eleventh,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

JOHN V. L. PRUYN,
5t45 Secretary *pro tem.*

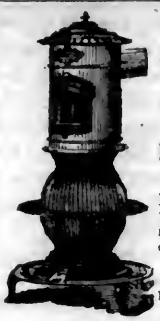
LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1¾ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.
Boston, Nov. 24, 1860. tf



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

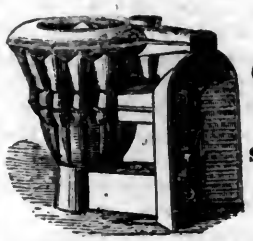
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

ISAIAH W. SYLVESTER,

ATTORNEY AND COUNSELLOR AT LAW.
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight
KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less		10 cents	per 100 pounds.
50	" "	15 "	"
100	" "	25 "	"
150	" "	40 "	"
200	" "	50 "	"
300	" "	75 "	"
350 to 400 miles not exceeding		90 "	"

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000 pounds.
2 animals	4,000 "
3 "	5,000 "
4 horses	6,500 "
5 "	8,000 "
6 "	9,500 "
7 "	10,000 "
8 "	11,001 "
9 "	12,000 "

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 7, 1861.

Western Maryland Railroad.

This company was chartered in January, 1852, for the purpose of constructing a railroad from the Relay House, a point on the Northern Central railroad, seven miles above Baltimore, to Hagarstown, Md., at which place it will connect with the Franklin railroad, running thence to Chambersburg, Pa., the southern terminus of the Cumberland Valley railroad. The construction of the Western Maryland railroad was commenced in July, 1857, and completed to Owing's Mills, 10 miles, in July, 1858; to Riestertown, 15 miles, in the following September; to Finksburg, 18 miles, in June, 1860; to Westminster, 21 miles, in April, 1861; and to a point about 6 miles above the latter place in November last—making 27 miles in all of completed road. With a trifling exception, the road is graded through to Union Bridge, 12 miles beyond Westminster, and is being steadily pushed forward to completion. The whole length of the road from the Relay House to Hagarstown is about 80 miles. The capital stock authorized is $1,000,000. The funded debt consists of 1st mortgage 6 per cent. coupon bonds, dated December 24, 1858, payable January 1, 1890, and coupons semi-annually January 1, and July 1, at the company's office, Westminster, Md. The amount to be issued under the mortgage is $600,000. These bonds are being endorsed by the City of Baltimore at the rate of $25,000 for each five miles of completed road. We are not informed as to the amount of stock or bonds issued or the amount of the latter endorsed by the city. The work is being executed under the supervision of Messrs. Irwin & Taylor, contractors. The office of the company is at Westminster, Carroll Co., Md. The officers are: Augustus Schriver, President; J. Henry Hoppe, Treasurer; E. F. Reese, Secretary; and W. W. Taylor, Engineer.

Milwaukee and Prairie du Chien Railroad.

This company is the successor of the Milwaukee and Mississippi Railroad Company, and is vested with the railroad and property of the former by virtue of a sale of the same under process of foreclosure of a mortgage. The proceedings were for, and on account of the several classes of creditors and stockholders, and the property of the company purchased at the sale was conveyed to the present company, formed under the general railroad law of the State. Its proceeding as well as the terms upon which it should take the property, and the relation of the several classes of creditors, and the disposition to a certain extent of the earnings of the road, being made the subject of the provisions of a special act. By virtue of this act and of the general law, the new company was formed, and has become vested with all the property and rights of the old.

The capital of the new company is $7,500,000 made up as follows:

1st and only mortgage debt	$2,556,000
1st class 8 per cent. preferred shares	1,095,400
2d " 7 " " "	1,086,800
Common shares	2,761,800
Total	$7,500,000

The new company has no other liability than those stated, nor can it create any new liability unless authorized by two-thirds of the preferred shareholders in amount. All expenses are to be paid monthly before any dividends to the shareholders. Any surplus remaining after payment of interest and dividends to the preferred shareholders, is to be invested in the purchasing and cancellation of the preferred shares till they shall command their par value in the city of New York, or till 6,514 shares, equaling in value to $651,400 are cancelled. The surplus thereafter is to be applied to the common shares till 8,486 shares, equaling in value $848,600 shall be cancelled, when dividends may commence on the common shares.

The bonds of the company fall due in 1891, but provision is made for the conversion of these into the first class preferred shares. Scrip shares are issued to the holders of the bonds entitling them to vote at the meetings of the company, but to no other rights and privileges, till the bonds are converted into the 1st preferred shares—entitled to 8 per cent. dividends. The first class preferred shares, consequently, may be increased from the $1,095,400, the amount at present outstanding, to $3,651,400, which sum is to represent the total amount of the first preferred stock, after the conversion of all the bonds. This plan of reorganization which has been successfully carried out, presents many advantages over the financial condition of most companies. One-third of the capital of the new company is represented by a funded debt, nearly one-third in preferred shares, and one-third in common shares. The company, from the inability of the directors to contract debts cannot become embarrassed, while it presents two classes, at least of productive shares. It is in a position to escape the excessive fluctuations in the prices of its securities, and those financial embarrassments which have been the lot of many roads.

The earnings since January 1, 1861, compared with those of 1860 have been as follows:

	1861.	1860.
January	$54,816	$57,519
February	42,855	32,411
March	41,743	39,501
April	46,221	45,810
May	113,962	59,072
June	139,817	48,597
July	107,400	37,429
August	90,461	60,228
September	134,700	139,761
October	177,879	163,615
	$950,154	$664,036
		950,154
Increase of gross earnings in 10 months		$286,118

The earnings for the year will probably go

fully up to $1,150,000. Estimating the expenses at 60 per cent., the net earnings will be $460,000. The interest and dividends, on the two classes of preferred stock will be $319,060; a portion of the bonds, by agreement, not bearing interest till 1862. By the close of the year the company will probably hold $100,000 for the retirement of its preferred stock.

Intersecting Railways.

THE CITY RAILROADS: THE CROSSING OF ONE TRACK BY THE ROAD OF ANOTHER: COMPANIES DO NOT POSSESS MONOPOLIES OF THE WAY, BUT ONLY EASEMENTS SUBJECT TO THE RIGHTS OF OTHERS.

The cars of the Brooklyn Central and Jamaica Railroad Company run from the foot of Atlantic st. in an easterly direction, dividing the city into two parts, north and south; the cars of the Brooklyn City Railroad Company, running in an opposite direction, cross the Central and Jamaica Road at right angles. This was made the ground of an action by the Central and Jamaica Road against the Brooklyn City Road, they claiming to have a right of property in the street, and an exclusive right to the use of the road, by virtue of a prior act of incorporation. The plaintiffs made a motion for a preliminary injunction at a Special Term of the Supreme Court, in the 2d district, which was denied; and an appeal was then taken from this order to the General Term of the district court. The General Term have now rendered their decision affirming the judgment of the court below, and holding that, when the rails of a railroad company are laid down in a public street, they may be lawfully crossed and passed over by the cars of another company, whenever such passing over can be effected without interfering with, or impeding the progress of the cars passing along the track thus crossed; that it is not an appropriation of the property of the former company for the use of the latter, but a mode of exercising the public right of travel over the highway. The following opinion was rendered at the decision of the case.

BROWN, J.—The justice who heard the motion for an injunction in this action, at the Special Term, determined, that crossing the railway of the plaintiff by the rails and horse cars of the defendant was not an appropriation of the property of the former to the use of the latter, but a mode of exercising the public right of passage, and travel over the highway known as Atlantic street, when such rail was laid down. From this judgment we cannot dissent, for we ought not upon a motion for a preliminary injunction, to affirm what has not yet been authoritatively affirmed in any court, that the mere crossing of the railway track of one city railroad company by the horse or mule cars of another railway company, is such a clear and manifest invasion of the rights of private property as to entitle the complainant to a preliminary injunction. The franchise of the plaintiff is not put in controversy. No one disputes it. It consists in the right to lay down and maintain upon the surface of Atlantic street in the City of Brooklyn a railway, and to operate cars thereon subject to the ordinary uses of the street for passage and travel. No one, however, claims that the plaintiff possesses the right to exclude others from a similar use of the street, or that the legislature may not, in the exercise of its power, grant a similar franchise to another individual or company, provided that it be so exercised and enjoyed as not to impede or obstruct the cars and vehicles of the plaintiff in their transit over their track. The question is not, who has the prior right, or who is bound to give way and wait at the point of intersection, but rather whether there is any authority to cross the track of the plaintiff in a single carriage at a time, drawn by horses upon iron rails laid even with the surface of the street at right angles, or nearly so, with the plaintiff's track. Such a use of a public street has never yet been held to be an additional servitude. The reasonings and remarks of one of the judges in Davis *vs.* the Mayor, etc., of New York, tend to that conclusion, because the feature which he says most widely distinguishes a railroad from ordinary highways and streets, is that the former is a strict monopoly entirely excluding all idea of competition; although he also says, that when the railroad carriages are not moved by the power of steam but by horses, the tracks when they do not rise above the street level may be safely crossed, and to a limited extent, may be used for passing lengthwise. Another of the judges took an opposite view saying "that it by no means follows that a railroad track may not exist in a public highway in a city, open to the public use, as a street improvement under such regulations as the municipal government charged with the superintendence and control of the street may see fit to prescribe.

The idea of a corporate franchise, or of a monopoly existing in favor of individuals, or associations of individuals, has no necessary connection with a railroad. Railroads are physical improvements and may or may not possess the characteristics of a monopoly, or franchise, according to the conditions under which they are built and used. If they simply constitute a feature of the public highways and are open to public use, then it is extremely plain that they are not liable to objections of that character. It is manifest there was no unanimity in the minds of the judges upon the point under consideration, and the case was determined upon other grounds. In the case of Williams *vs.* the New York Central Railroad Co. it was held, that the appropriation of Washington street in the city of Syracuse, to the uses of the defendant's railroad, imposed an additional servitude upon the land dedicated for a street, and entitled the owner of the soil to compensation. That the dedication of the land to the use of the public as a highway was not a dedication to the use of a railroad company, and that the two were essentially different.

This case must be considered like every other in connection with the facts out of which it arose. The trains of the defendant were driven, by the force of steam, at a high rate of speed, passed and repassed over the street every half hour, and numbering something like forty each day. This amounted to an exclusive appropriation of the street to the uses of the company, Its use by the public must have been extremely limited, if not wholly interrupted, and its effect could not be otherwise than to impair and greatly to depreciate the value of the property upon both sides of the street. And thus the land given from the street, and which freed from the railway would have formed a convenient access to the adjoining lands, and greatly enhanced their value, was converted into a means of injury and positive destruction. There is no similarity between that case and the one now under consideration, and it is no authority for the position that a horse railroad laid down in the streets of a city and conducted in the usual manner, is an additional easement or burden imposed upon the land which will entitle the owner of the soil to compensation in damages.

If what I have said be true, the grant of a franchise to the Jamaica Railroad Company to lay down and operate a railroad through Atlantic st., cannot operate to exclude all other companies, operating horse cars, from crossing the street. That street was still to remain a public highway for public travel and public uses, and so long as the railroad company were not impeded, or interrupted, in running its cars and operating the road, it could not complain. The Jamaica company are not, and never were, the owners of the soil. Their rights were those of passage—a mere easement, and if the laying down of the rails of another company in the same street, and the running of horse cars thereon should be deemed and held to be another easement, how could the Jamaica Company complain so long as its right of passage over the street remained uninterrupted. Atlantic street commences at the shore of the bay and extends easterly so that the route of the Jamaica company separates the city into two parts, one lying north, and the other south of the track. The theory of the plaintiff is, that no other railway laid down upon the surface of the street, and no other vehicle running upon such track, and drawn by horses can cross its track without its permission. So that all other city railroads must limit their routes and operation to the districts north or south of Atlantic st.

The same railway shall not extend itself from one to the other, because it cannot do so without crossing the track of the Jamaica road. If we look at another side of this controversy we shall see that the grant to the city railroad company, both by the resolutions of the Common Council and the act of the 23d March, 1854, is to construct and operate a railway upon routes, some of which run north and south, over streets and avenues which intersect and cross Atlantic street. If the claim of the plaintiff can prevail wherever the city company reach the track of the plaintiff their route terminates. Its cars may reach Atlantic street from the north by Furman street and from the south by Columbia street, but there is to be no crossing, no communication, for here, according to the theory of the plaintiff, notwithstanding the express terms of the grant, the routes come to an end. No use is proposed to be made of the Jamaica company's rails. The passage of its cars is not to be interrupted, or impeded, and no injury is to be done to its business. But upon some imaginary right of property, at the point of intersection and which it is thought the defendant will appropriate in crossing, the passage of its cars over the street is to be arrested, and its routes of travel wholly interrupted. It was doubtless the intention of the legislature that both these grants should have effect, that the franchise should become valuable and profitable to the grantees and beneficial to the public at large. There is no other way in which they

can have this effect, and produce the desired result, but by determining that when the rails of a railroad company are laid down in a public street, they may be lawfully crossed, and passed over by the cars of another company, whenever such passing over can be affected without interfering with or impeding the progress of the cars passing along the track thus crossed. In short, to hold, as the judge at the special term held upon the motion for the injunction in this action, "that the crossing of the plaintiff's track by the rails and cars of the defendants is not an appropriation of the property of the former to the use of the latter, but a mode of exercising the public right of transit over the highway."

The order of the special term should be affirmed.

The California Telegraph Tariff.

The rates fixed from St. Louis are as follows:

First 10 words	$4 25
Next 90 words (each)	36
Next 400 words (each)	24
Next 500 words (each)	18
After 1,000 (each)	12

These rates are in conformity to the act of Congress. From New York, Boston, and other Eastern cities, the usual rates to St. Louis are added.

Little Miami and Columbus and Xenia Railroad.

We gave a few months since a statement of the earnings, operating expenses, etc., of the joint companies, from November 30, 1856, to November 30, 1860, together with an abstract of the balance sheet for those years. Annexed is a statement of the gross and net earnings, operating expenses dividends, length, cost, share capital, etc., from commencement, of each road separately; and a statement of their joint operations from November 30, 1853, the date at which they commenced being operated as one line. From this it appears that the gross earnings of the Little Miami Company from 1843 to 1860, inclusive, a period of 18 years, have been $8,748,039, averaging $486,002 per annum. The expenses during the same time have been, $4,803,673, averaging $266,371; and the earnings less expenses, $3,944,366, averaging $219,131. The dividends declared during that time have amounted to 143½ per cent., or an average of 8 per cent. per annum; and the amount disbursed in dividends to $2,879,797, or a yearly average of $159,988, upon an average share capital of $1,861,095. The average mileage has been 75.17, and the average cost of road and equipment $2,466,184. The gross earnings of the Columbus and Xenia Company from 1850 to 1860, inclusive, a period of 11 years have been $3,669,423, averaging $333,584 per annum. The expenses during the same time have been $2,050,938, averaging $186,449; and the earnings less expenses $1,617,485, averaging $147,044. The dividends declared during that time have amounted to 95 per cent., or an average of 8½ per cent. per annum; and the amount disbursed in dividends to $1,192,071, or a yearly average of $108,370, upon an average share capital of $1,264,646. The mileage has been 54.58, and the average cost $1,511,910. The gross earnings of the joint roads from November 30, 1853 to November 30, 1860, a period of 7 years, have been $8,469,961, averaging $1,209,994 per annum; the operating expenses during the same time have been $5,086,033, averaging $726,576; and the earnings less expenses, $3,383,928, averaging $483,418. The dividends declared have amounted to 59 per cent., an average of 8½ per cent. per annum; and the amount disbursed in dividends to $2,620,043, or a yearly average of $374,292, upon an average share capital of $4,458,303. The mileage of the joint roads has been 138.08, and the average cost of road and equipment $5,496,113.

LITTLE MIAMI RAILROAD.

Years.	Capital. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earnings less Expenses.	Dividends. Am't.	Rate.
	$	$	$	$	$		$	$	$	$	$	$	$	p. c.
1843.	438,024	.....	38,440	476,464	470,000	28.00	4,406	5,506	.....	9,912	6,868	3,044	.....	....
1844.	471,436	80,000	19,313	570,749	549,481	35.00	8,053	10,579	.....	18,632	9.075	9,557	14,100	3
1845.	549,245	300,000	38,097	887,342	815,753	64.50	25 395	20,933	.....	46 328	30 841	15,487	17,001	3½
1846.	584,830	423,390	136,807	1,145,027	1,122,645	64.50	51,190	64,862	.....	116,052	64,767	51,285	27,452	5
1847.	632,601	524,892	172,816	1,330,309	1,338,244	83.50	90,844	130,296	.....	221,140	112,266	108,874	46,997	8½
1848.	740,524	522,000	223,785	1,486,309	1,367,603	83.50	144,132	128,441	7,513	280,086	134,013	146,072	66,415	9½
1849.	1,146,314	473,000	229,113	1,848,427	1,678,227	83.50	154,818	158,081	8,500	321,399	162,376	159,023	110.214	10
1850.	1,418,875	716,000	172,415	2,307,290	2,160,497	83.50	204,589	192,608	8,500	405,697	174,928	230,769	136,572	10
1851.	1,627,096	1,097,000	70,669	2,794,765	2,409,749	83.50	224,738	246,591	16,517	487,846	190,359	297,487	158,198	10
1852.	2,370,787	698,000	75,600	3,144,387	2,634,157	83.50	270,137	237,117	19,492	526,746	212,076	314,670	289,899	15
1853.	2,668,402	717,043	237,829	3,623,274	3,169,733	83.50	350,947	293,478	23,134	667,559	315,426	352,133	262,166	10
1854.	2,963,922	707,000	400,152	4,071,074	3,458,541	83.50	326,105	339,983	30,255	696,343	407,768	288,585	140,898	5
1855.	2,981,220	901,370	297,307	4,179,897	3,561,298	83.50	334,355	320,548	57,830	712,733	409,994	302,739	298,122	10
1856.	2,981,282	1,065,000	293,662	4,339,944	3,798,053	83.50	341,560	443,603	53,326	838,489	443,046	395,443	298,125	10
1857.	2,981,293	1,226,000	43,959	4,251,252	3,925,157	83.50	353,934	392,082	61,496	807,512	517,391	290,121	298,129	10
1858.	2.981,293	1,399,000	34,196	4,414,489	3,946,255	83.50	355,116	409,772	64,292	829,180	487,589	341,591	238,503	8
1859.	2,981,293	1,407,000	.....	4,388,293	3,981,482	83.50	382,918	429,114	64,797	876,829	571,293	305,536	238,503	8
1860.	2,981,270	1,407,000	.....	4,388,270	4,004,443	83.50	368,249	449,299	68,008	885,556	553,607	331,949	238,503	8

☞ Previous to 1852 the dividends were paid in stock; in 1852, 10 per cent. in cash and 5 in stock, and in 1853, 5 per cent. in cash and 5 per cent. in stock.

COLUMBUS & XENIA RAILROAD.

1850.	559,000	383,000	107,098	1,049,098	1,057,933	54.58	47,017	19,349	.....	66,366	28,916	37,450	.....	....
1851.	721,720	375,100	99,794	1,196,614	1,206,821	54.58	135,829	64,142	11,660	211,631	74,492	137,139	71,120	11*
1852.	1,092,138	118,500	107,931	1,318,569	1,257,632	54.58	142,792	99,767	11,113	253,672	106,364	147,308	127,848	16‖
1853.	1,291,700	86,000	121,072	1,498,772	1,310,063	54.58	165,287	138,251	10.896	314,434	145,821	168,613	123,844	10‡
1854.	1,418,350	85,000	98,902	1,602,252	1,440,478	54.58	163,053	169,991	15.128	348,172	203,884	144,288	67,805	5‡
1855.	1,484,550	152,485	78,288	1,715,323	1,590,451	54.58	167,177	160,274	28,915	356,366	204,997	151,369	145,542	10¶
1856.	1,490,450	212,600	127,581	1,830,631	1,697,546	54.58	170,781	221,801	26,664	419,246	221,524	197,722	149,040	10¶
1857.	1,490,800	224,500	76,469	1,791,769	1,734,388	54.58	176,967	196,041	30,747	403,755	258,695	145,060	149,080	10†
1858.	1,490,800	272,700	86,330	1,849,830	1,769,159	54.58	177,558	204,886	32,146	414,590	243,795	170,795	119,264	8†
1859.	1,490,800	272,700	135,246	1,898,746	1,781,933	54.58	191,458	214,559	32,397	438,414	285,647	152,767	119,264	8†
1860.	1,490,800	214,300	99,576	1,804,676	1,783,609	54.58	184,124	224,649	34,004	442,777	276,803	165,974	119,264	8†

☞ Dividends—* paid in stock; † paid in cash; ‡ paid in cash or stock at option; ‖ paid (1852) 10 per cent. in stock and 5 per cent. in cash or stock at option; ¶ paid in bonds.

JOINT ROADS.

1854.	4,382,272	792,000	499,054	5,673,326	4,899,019	138.08	489,158	509,974	45,383	1,044,515	611,652	432,863	208,703	5
1855.	4,465,770	1,053,855	375,595	5,895,220	5,151,749	138.08	501,532	480,822	86,745	1,069,099	614,991	454,108	443,664	10
1856.	4,471,732	1,277,600	421,243	6,170,575	5,495,599	138.08	512,341	665,404	79,990	1,257,735	664,570	593,165	447,170	10
1857.	4,472,093	1,450,500	120,428	6,043,021	5,659,545	138.08	530,901	588,122	92,244	1,211,267	776,086	435,181	447,205	10
1858.	4,472,093	1,671,700	120,526	6,264,319	5,715,414	138.08	532,673	614,658	96,439	1,243,770	731,384	512,386	357,767	8
1859.	4,472,093	1,679,700	135,246	6,287,039	5,763,415	138.08	574,376	643,673	97,194	1,315,243	856,940	458,303	357,767	8
1860.	4,472,070	1,621,300	99,576	6,192,946	5,788,052	138.08	552,373	673,948	102,011	1,328,332	830,410	497,922	357,767	8

From and including 1854 the "earnings" (*other*) include the dividend on the stock of the Columbus and Xenia R. R. Co. held by the joint companies; and the "current expenses" include the interest paid on the bonds and other indebtedness of both companies as provided for under the agreement of 1853. The "earnings less expenses" for the years inclusive are the *net profits* divided in the proportion of two-thirds to the Little Miami and one-third to the Columbus and Xenia.

New York Bank Statement for November 30.

The Bank Statement shows no diminution in the specie reserves, although large payments have been made on account of the government loans. The specie paid out immediately returns to the banks, demonstrating the position we assumed, that the war exerted no tendency to absorb coin. There is a plethora of it in the country, and we can, without causing the least inconvenience, ship for the next six months the California product, which we may estimate at about $3,000,000, or $5,000,000 per month.

The weekly averages of the Banks of the city of New York, for the week ending Nov. 30, 1861, compared with the previous week, and for the corresponding week for 1860, were as follows:

	Dec. 1, 1860.	Nov. 30, 1861.	Nov. 23, 1861.
Capital	$69,158,000	$69,050,000	$69,050,000
Loans	129,537,459	162,790,302	153,460,376
Specie	18,541,762	41,507,558	41,609,063
Circulation	8,805,944	8,537,176	8,605,895
Gross Deposits	104,354,339	157,239,309	153,631,592
Exchanged	23,631,621	20,934,761	20,272,238
Undrawn	80,722,718	136,304,548	133,359,354
In Sub-Treas'y	3,702,751	8,404,170	8,168,250

The Grain Trade of Chicago for 1861.

Lake navigation for the season being closed, we herewith present a statement of the receipts and shipments of Grain at this point from January 1 to November 25, and although our figures for receipts are made thirty-five days before the close of the year, it will be found that the business of 1861 is far in excess of that of 1860.

For instance, the receipts of Wheat up to date are 16,587,655 bushels, against 14,277,083 bushels for the whole of last year—an increase of 2,310,572 bushels; and estimating the amount to be received during the next thirty days at 350,000 bushels, (a very low estimate,) the increase for the whole year will be 2,600,572 bushels. This is exclusive of that brought in by teams, which is at least 150,000 bushels.

The increase of corn is still greater than that of wheat. In 1860, the total amount received was 15,282,979 bushels, and in 10 months and 25 days in 1861, 25,918,795 bushels—an increase of 10,635,616 bushels.

This large increase is, in a measure, owing to the blockade of the Mississippi, which prevents grain on the Illinois River and in the southern portion of the State from seeking its usual market in Southern cities.

The following are the total receipts and shipments for 1860, and for 1861 up to the present time:

	Receipts. 1860.	Receipts. 1861.
Flour, bbls.	713,348	1,277,911
Wheat, bush.	14,277,083	16,587,655
Corn, bush.	15,282,979	25,918,795
Oats, bush.	1,698,889	1,361,772
Rye, bush.	318,976	462,081
Barley, bush.	617,619	362,069
	Shipments. 1860.	**Shipments. 1861.**
Flour, bbls.	698,132	502,720
Wheat, bush.	12,402,197	14,758,847
Corn, bush.	13,700,113	23,581,702
Oats, bush.	1,081,698	1,479,100
Rye, bush.	156,642	361,412
Barley, bush.	267,249	71,979

This statement includes only the shipments by Lake, exclusive of those by railroad, which have been unusually large during the present year.

The total receipts of all kinds of grain, up to date in 1861, (reducing flour,) are 51,026,917 bushels. In the whole year of 1860 the amount received was 35,762,286 bushels, showing an increase this year already of 15,264,631 bushels.

The shipments by lake were, in 1861, 42,766,670 bushels, and in 1860, 31,108,559 bushels, showing an increase of 11,658,111 bushels.

The amount forwarded by railroad, the present year, may be estimated about as follows: flour, 525,000 bbls.; wheat, 600,000 bushels; corn, 500,000 bushels; oats, 50,000 bushels; rye, 40,000 bushels; barley, 180,000 bushels. Total of grain shipped by railroad, 3,995,000—making the entire shipments of all kinds of grain from this port in 1861, up to date, 45,761,670. The excess of receipts over shipments, 5,265,247 bushels.—*Chic. Ev. Jour. Nov. 27.*

Railroad Earnings for October.

We give below a comparative statement of the earnings of several leading railroads for October, 1861 and 1860. They average very nearly the same for the two years. The greatest falling off has been in the earnings of the Reading, the traffic of which has been almost entirely derived from the transportation of coal. The earnings of the Illinois Central Railroad have been affected by the closing of the Mississippi River. We learn that the services performed for the government in the transportation of troops and munitions of war are not embraced in the monthly receipts. The exhibit, on the whole, is very satisfactory. The traffic for the winter bids fair to be large. The increase in the earnings of the Erie is particularly noticable. Those of the New York Central will probably show an equal rate of increase over 1860. The earnings of the two roads for November will probably be equal to those for October.

Name of Road.	1861.	1860.
Galena and Chicago	$220,146	$252,108
Chicago and Rock Island	147,168	141,601
Cleveland and Toledo	96,434	91,583
Michigan Central	307,332	300,474
Hudson River	173,260	193,950
Toledo, Wabash and Western	162,858	125,026
Chicago, Burlington and Quincy	214,051	239,463
New York and Harlem	97,845	108,257
Milwaukee and Prairie du Chien	177,879	163,615
Chicago and Northwestern	105,059	108,737
Illinois Central	284,630	321,059
New York and Erie	722,362	585,597
Philadelphia and Reading	276,208	368,956

Railroad Earnings--Weekly.

The earnings of the Chicago and Rock Island road, the 3d week in Nov., '61, were $32,938
Do. 1860 25,403

Increase $7,535

The earnings of the Toledo, Wabash and Western Railroad the 3d week in November, 1861, were $32,493 99
Do. 1860 .... 19,270 83

Increase $13,223 16

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in Nov., were:

	1861.	1860.
Passengers	$5,300 75	$7,754 08
Freight	15,949 71	12,361 42
Sundries	855 73	858 83
Total	$22,106 19	$20,974 33
Increase	1,131 86	
Total this month to date	$66,492 07	$61,452 47
Total since Jan., 1st	906,433 58	861,405 56

The receipts of the Chicago and Northwestern Railroad for the 3d week of November, 1861, were $23,402 40
Do. 1860 .... 19,356 27

Increase $4,046 13

The traffic of the Great Western Railway of Canada for the week ending Nov. 29, 1861, was as follows:

Passenger $16,154 22
Freight and live stock 30,977 67
Mails and sundries 1,334 45

Total $48,466 34
Corresponding week of last year 40,542 73

Increase $7,923 61

The Milwaukee and Prairie du Chien Railroad earned for the 3d week in Nov., 1861. $27,263 45
Do., 1860 .... 20,661 70

Increase $6,601 75

The earnings of the Galena and Chicago Railroad the 4th week in Nov., 1861, were $39,785
Do., 1860 24,998

Increase $14,787

The Cleveland and Toledo Railroad earned the 4th week in November, 1861 ....$30,456
Do., 1860 26,150

Increase $4,306

The receipts of the Grand Trunk Railway of Canada for the week ending Nov. 23, were $90,110 15
Corresponding week, 1860 .... 78,423 59

Increase in 1861 ....$11,686 56
Total traffic from July 1st, 1861 ....$1,506,866 26
Corresponding period previous year. 1,450,622 31

Increase $56,243 95

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for November, 1861, were $197,761 77
" 1860. .... 169,548 71

Increase $28,213 06

The earnings of the Panama road in October were $148,219 79, showing a gain over October, 1860.

The traffic on the Norwich and Worcester road for October shows a much more favorable result than previous months. The figures are:

	1860.	1861.
From passengers	$11,795	$13,898
From freight	24,464	21,295
Total	$36,259	$35,493
Decrease		$765 86

The company ask a contribution of five per cent. from the stockholders to the stock of the new propellers.

The earnings of the Galena and Chicago Railroad for November, 1861, were $172,484
November, 1860 141,656

Increase $29,828

The earnings of the Chicago and Rock Island Railroad for November, 1861, were $119,324
Do., 1860 88,657

Increase $30,667

The earnings of the Cleveland and Toledo Railroad in November, 1861, were $89 397
Do., 1860 83,574

Increase $5,823

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	...	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,491,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9	.....	505,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	...	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
1 Aug. '59	23.9	—	1.0	—	3	4	34	Danbury and Norwalk	335,842	50,373	—	279,100	85,000	4,600	408,591	23.9	.....	73,826	27,992	6	—
30 Sep. '59	122.4	—	10.8	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	.....	333,500	152,777	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,876	354,136	14	136
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	.....	319,106	77,038	—	—
31 Dec. '59	57.0	—	2.3	—	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0	.....	241,330	127,505	3	—
31 Dec. '59	61.0	—	3.0	—	...	...	...	N. Haven, N. London and Ston.	1,851,879	*	—	960,748	866,000	200,000	.....	61.0	.....	107,837	20,627	—	—
31 Dec. '59	46.0	9.0	7.0	—	—	—	—	New Haven and Northampton	1,400,000	.....	—	922,500	700,000	.....	.....	59.7	.....	90,362	90,362	5	—
31 Oct. '59	66.0	—	5.0	—	7	5	106	New London Northern	1,566,695	*	—	510,900	1,052,500	3,872	1,575,147	66.0	.....	119,146	.....	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,573	....	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,006	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	—
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
.. .. '59	26.5	3.9	....	227.0	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.6	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,173,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,961	994,569	225,786	13m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,614,478	242,564	....	60
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	...	...	...	Chicago and Northwestern	9.344,863	.....	—	2,000,000	7,369,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	53½
10 Nov. '58	33.2	—	....	—	...	...	...	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200	—	10,469,355	261.3	792,029	1,462,752	652,260	....	70
31 May, '61	175.0	—	....	—	...	...	...	Great Western	0 6,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	60½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. ..	148.0	—	....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	...	...	...	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. '58	186.0	—	....	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	...	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	...	...	...	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	...	Cincinnati and Chicago	2,080,433	*	—	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	78.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	...	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	845,971	1,025,700	48,673	2,272,357	84 0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
.. .. '59	64.0	—	....	—	...	...	...	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	...	...	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,124	135.0	201,402	230,563	99,090	—	—
.. .. '58	288.0	—	....	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	....	—	...	...	...	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	—
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.8	...	...	...	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	...	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	...	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	22.0	...	...	...	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	—	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	—	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	80	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	...	Clinton and Port Hudson	760,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	...	...	...	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,640	—	—
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	—
Aug. '60	58.7	—	....	135.3	...	...	...	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	161,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,570	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	18	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	43
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,918,103	283,627	—	16½
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	8,863	2,655,821	28.6	.....	544,882	184,615	8	92
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	105½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,683	439,284	8	107½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	631,690	168,400	11,058	.....	47.2	77,522	297,096	153,154	8	79
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	684,685	327,590	4	61
31 May, '61	44.7	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	634,685	327,590	4	61
30 Nov. '60	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	658,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	—
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,643	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	—
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	115
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	183.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	48½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,896	19,175,790	539.0	1,592,277	2,075,459	1,085,629	—	17½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	—
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	89,438	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	61,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	51
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492.500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	96
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	—
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124 2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	—
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0				Albany and Susquehanna	548,221			507,957	—	46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.		
30 Sep. '60	88.8	—	44.0	—				Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—				Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	835,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—				Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	87,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—				Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—				Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	37
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	77½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	31
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	158,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	69.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	16,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	8.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.6	—	—	—	—	—	—	Troy and Greenbush	258,535	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,501	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	—	89.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,128	141.2	655,162	1,085,799	580,621	10	99
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,029	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	16
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	483,956	—	32½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	50
31 Dec. '58	72.0	—	—	81.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	3	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,617,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,196	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,636,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	233	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	163.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	285,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,260,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	68.5	—	8.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,139,157	5,222,916	733,622	11,680,357	202.0	—	2,191,536	1,316,688	6	65
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.6	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	1,763,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	566,192	379,976	10	49½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,269	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,164	3,065 289	3,474 646	13,261,960	17,163,947	347,489	32,407,121	423.0	3,476,812	5,932,701	2,296,402	—	28
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,656	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	167,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	—	—	80	68	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,800,000	—	—	200.5	45,677	1,224,597	471,712	6½	39½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----------	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,633	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	----------	2,158,000	50.0	147,231	208,439	96,571	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	—	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,586	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	—	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	—	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	357,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northw. stern	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS. (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	177,563	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,863,000	1,423,299	10,276,299	166.0	706,317	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	69,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,042	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,352	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,724,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.162,754	1,480,592	52,929	4,832,929	195.0	240 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	—	10,872,000	10,414,066	906,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	19
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 ,850	68,438	—	----
— — '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	137,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	—	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	—	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,682	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	—	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	—	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54 0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	—	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,083,560	326,164	—	4,451,012	----------	----------	4.451,012	108 0	193,683	116,225	41,985	—	----
30 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,330,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	—	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
— Dec. '60	48.7	—	----	—	----	----	—	Panama	8,000,000	*	708,000	4,976,000	2,490,288	44,000	9,302,828	48.7	----	1,550,873	1,936,131	12	110

New York Stock Exchange.

Highest Sale Prices for the week ending Dec. 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 6s, 1871	....	....	82¼	....	82¼
U. S. 5s, 1874	83	....	....	82⅛	80⅛
U. S. 5s, 1865	....	....	....	....	....
U. S. 6s, 1881, reg.	92⅝	....	89⅞x	....	....
U. S. 6s, 1881, cou.	93½	....	93½	90	93⅛
U. S. 6s, 1862	....	....	....	....	....
U. S. 6s, 1867	92	....	....	....	....
U. S. 6s, 1868	92	....	....	....	100
Treas. 12 p. c. notes	....	....	....	....	....
" 6 " 2 years	....	....	....	....	....
STATE STOCKS:—					
California 7s	....	....	....	....	....
Georgia 6s	....	....	....	....	....
Illinois Coupon bonds	....	81½	....	82	....
" Canal bonds	....	80	....	79½	....
Indiana 5s	....	....	....	....	....
Kentucky 6s	....	75	74½	....	78
Louisiana 6s	....	....	....	59	....
Maryland 6s	....	....	....	....	....
Michigan 6s	....	....	80	....	....
Minnesota 8s	....	....	....	....	....
Missouri 6s	41⅝	47½	40⅝	40	40⅝
Do. iss. to H. & St. J. R.	....	....	....	48½	48½
New York 6s, 1872	....	....	....	....	....
North Carolina 6s	....	....	60	60	....
South Carolina 6s	....	....	....	....	....
Ohio 6s	92	....	....	....	....
Tennessee 6s, 1890	....	....	....	41½	41
Virginia 6s	48	....	....	....	....
RAILROAD SHARES:—					
Buffalo & State Line	....	....	....	....	....
Chicago, Burl. and Q.	60	60½	58	57½	....
Chicago and Rock Isl.	54⅝	53⅛	52⅝	52⅝	53⅝
Clev., Col. and Cin.	....	99	98½	....	....
Clev. and Pittsburg	13⅛	14	15	....	15½
Clev. and Toledo	34½	34	33⅜	32⅜	32⅝
Del., Lack. and West.	....	....	....	....	....
Galena and Chicago	....	71	70⅜	70½	....
Hudson River	39	38½	37½	37⅜	37⅜
Illinois Central (scrip)	62	61	60½	60½	60⅜
Michigan Central	50	49½	48½	48⅛	48⅛
M. S. and N. I. guar'd,	38	37½	36⅜	35½	....
M. S. and N. I.	....	18	....	17⅛	17½
Mil. and P. du Chien	....	20	19	....	19
M. and P. du C. 1st pref.	....	....	....	....	....
M. and P. du C. 2d pref.	....	....	....	....	....
New Jersey	....	....	113	....	....
New Jersey Central	....	....	....	....	....
New York Central	79	78⅞	78½	77½	77⅛
Erie	32	31⅛	31½	31⅛	31½
Erie pref.	55	54⅛	53⅛	52	53
Erie Assessment Scrip	....	....	....	15	....
N. York and Harlem	12⅛	12	....	....	12
N. Y. and H. "pref."	31½	....	30	29⅛	....
Panama	....	113	111	....	110½
Phila. and Reading	....	....	....	....	34½
RAILROAD BONDS:—					
Buff., N. Y. & Erie 1 M.	....	70	....	....	....
Chic. and N. W. 1st M.	....	....	....	....	....
" " 2d M.	....	....	....	....	....
" " S. F.	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	....	....	77
Chi., Bur. and Q. 8 p.c.	....	....	93⅛	....	....
Chi. and R. I. 1st M. '70	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	96½	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....
Gal. and Ch. 1 M. 8 p.c. '63	....	....	....	....	....
" 2 M. 8 p.c. '75	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	31
Hudson R. 1 M. 7 p.c. '69	....	103½	104	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....
" 3 M. 7 p.c. '75	75	....	76	....	....
" sink. fund	....	....	....	....	....
Illinois Centr. 7 p.c. '75	....	....	....	....	....
" " 6 p.c. '75	....	....	....	....	....
L. Erie & Wab. 1 M.	....	....	....	....	....
" " 2 M.	....	....	....	....	....
La Crosse & Mil. L. G.	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	....	....
" conv. 8 p.c. '69	91½	91	91	91½	....
Mich. Southern 1st M.	....	....	....	....	....
" " 2d M. Ass.	....	69	....	....	....
" " 2d M.	....	....	....	....	....
" " S. F.	....	....	....	75	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....
Northern Ind. 1 M.	83⅛	83½	....	....	....
" " 2 M.	....	....	....	....	....
N. J. Central 1st M.	....	....	104	....	....
" " 2d M.	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	....	91½	91	91½
" 1 M. 7 p.c. '64	....	100½	....	....	....
" bonds 1870	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	103	....	....	103
" 2 M. 7 p.c. '79	....	....	....	....	....
" 3 M. 7 p.c. '83	....	87½	88	86	....
" 4 M. 7 p.c. '80	74	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....
" S. F. '75	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	....
" 2 M. 7 p.c. '64	92¾	....	....	....	92¾
" 3 M. 7 p.c. '67	....	....	....	....	....
MISCELLANEOUS:—					
Del. and Hud. Canal	84½	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....
Pacific Mail S. S. Co.	89⅛	97½	86⅛	86⅜	86½

The following are the closing prices in the London Market on the 20th November:

United States 5s, 1874	75	to	76
Virginia 6s	44	"	45
Erie shares, ex assessment scrip	27½	"	28½
Erie shares, 7 per cent. preference	43	"	49
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875 x. c.	76	"	78
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $80 paid, dis.	40	"	39
Illinois Central, all paid	58	"	60
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1892 x. c.	85	"	87
Michigan South. and North. Indiana 7s, 1885	70	"	75
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	90	"	92
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	70½	"	71½
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented	77	"	78
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872 x. c.	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	82	"	84
Pennsylvania Central $50 Shares	35	"	37
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, December 7, 1861.

Share and Money Market.

The Share Market the past week has been fluctuating with, on the whole, a declining tendency. The sitting of Congress naturally draws attention from the market, which falls off for want of support. There has, however, been no considerable change in the aspect of affairs since our last issue. The report of the Secretary of the Treasury is anxiously looked to as indicating the position and financial policy of the government. His department is now the most important branch of the executive. Money continues very plenty, notwithstanding the calls of government. Exchange has again fallen off nearly one per cent. The shipments of produce, which continues very large, supply all the bills wanted. There appears to be no immediate prospect of the shipment of gold. This depends somewhat upon the ability of our railroads after the close of the canals, to bring forward produce. At present no apprehension exists, while the influx from California and from abroad still continues.

The Portland, Saco and Portsmouth Railroad Company has declared a semi-annual dividend of 3 per cent. payable December 10.

The Delaware and Hudson Canal Company has declared a semi-annual dividend of 3½ per cent., payable on the 20th inst.

The Chemung Railroad Company has declared a dividend of 4 per cent., payable on demand.

The interest coupons on the first mortgage bonds of the Buffalo, New York and Erie Railroad Company, will be paid on presentation at the Bank of Commerce.

The December coupons on the Milwaukee City Readjustment bonds will be paid by W. Schall & Co., 58 Exchange place.

The New York and New Haven Company's interest coupons, due December 1st, will be paid at the Bank of the Republic, or at the treasurer's office in Fourth avenue.

The interest on Iowa State Stock, due January 1, 1862, will be then paid at the Citizens' Bank, in this city.

The United States Court sitting in Pittsburg, has finally decided that Pittsburg and Alleghany *must* pay their bonds. The judgments carried up against the two cities, amount to $140,000.

The interest on the fifth mortgage bonds of the New York and Erie Railroad Company, due on the 1st day of December, 1861, will be paid on presentation of the coupons at the office of the Receiver. The Secretary of the Company has communicated the following in reference to the payment of interest by the receiver. He says:

By order of court the receiver is to pay the interest falling due 1st December on the fifth mortgage, and not the "accrued" interest. The company is *not* "paying all the back coupons on the fourth mortgage."

The amount of $704,000, being arrears of coupons on the fourth and fifth mortgage, surrendered to the trustees under the plan of re-organization, is represented by scrip or trustees' certificates, bearing interest from the 1st May last, and will be paid from the first earnings of the road, after paying interest, as it accrues on the mortgage debt. The present rate of earnings of the road will enable the company to pay the amount in a very short time.

The assessment of two and one-half (2½) dollars per share on stock represented by trustees' scrip is now due, and payable at this office with interest from September 1. The new certificates of stock will be issued on surrender of the trustees' scrip and payment of assessment, for which assessment a receipt will be issued, redeemable with interest at the office of the company from the first net earnings of the road, before the payment of dividends on the preferred stock.

The Hudson River Railroad Company, through the Commissioners of the sinking fund, invites tenders for $33,000 second mortgage sinking funds till the 18th of December.

The contracts for the proposed change of the line of the Chicago and North-western Railway, so that it will run through Neenah and Menasha, have been taken by responsible parties, and the work is to be actively prosecuted.

The Detroit and Milwaukee Railway Company proposes putting two propellers on the route between Grand Haven and Milwaukee this winter.

The St. Louis *Democrat* publishes the following in reference to the St. Louis County bonds, which matured on the 1st inst.:

"The condition of the county indebtedness having been incorrectly reported in some of the newspapers of the city, we give the following authentic statement of the matter:

County Indebtedness maturing Dec. 1, 1861.

Int. (provided for in full)	$35,000
250 bonds, 1,000 each, maturing same time	$250,000
Remitted for same	125,000
Balance due	$125,000

To make arrangements for an extension of this amount ($125,000) is the object of Judge LIGHNERS visit to New York."

The County Commissioners entertain full expectation of being able to pay the remaining 50 per cent. within the next 90 days.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of December 7, were as follows:

London—60 days' sight	108¾ per cent.
London—3 days' sight	109¾ "
Paris—60 days' sight, per dollar	5f. 16c.
Paris—3 days' sight, per dollar	5f. 20c.
Amsterdam—60 days' sight, per guilder	41c.
Hamburg—60 days' sight, per marc banco	36¼c.
Frankfort—60 days' sight, per florin	41¼c.
Bremen—60 days' sight, per rix dollar	79¼c.

Marietta and Cincinnati Railway.

We gave in September last the report of the President of this company issued in London, and bearing date June 22, 1861. It embraced the operations of the company from the date of the re-organization, July 29, 1860, to the 1st of March last. Below we give the 1st annual report of the directors, since the re-organization. It covers a period of 11½ months, from August 15, 1860, to August 1, 1861. The earnings of the road during this time have, been as given in detail in the general statement, $459,649 85; and the expenses $380,849 65, leaving, after deducting $20,451 12 advanced to Trustees account, a net balance of $58,349 08. The expenses were as follows:

Locomotive running	$62,044 32
Traffic expenses	81.041 22
Telegraph expenses	3,827 01
General charges	95,604 48
Repairs	138,332 62
	$380,849 65

We give the report and general balance sheet of the company entire:

To the Stockholders of the Marietta and Cincinnati Railway, as re-organized.

Agreeably to the requirements of the charter, the Board of Directors submit the following as the first Annual Report of the Marietta and Cincinnati Railroad Company, (as re-organized), on the 29th day of July, 1860, in pursuance of the charter and a special law of the General Assembly of the State of Ohio, entitled "An Act for the Relief of the Creditors and Stockholders of the Marietta and Cincinnati Railroad Company."

Under date of 22d day of June last, the Board of Directors submitted to the stockholders a report of the operations of the Company, from the date of the re-organization to the 1st day of March last. The report embraced communications from Mr. John Waddle, the Chief Engineer, upon the condition of the railway and property of the company, and from Mr. John Durand, Superintendent, in relation to the operations of the railway.

TRUSTEES' LOAN.

For the purpose of enabling the Board of Trustees to purchase the railway and property of the Company, application was made to the original bondholders by the "London Committee," for a loan of 5 per cent. upon the first and second mortgage bonds, issued by the company previous to its re-organization. To this call there was a prompt and favorable response, without which the property could not have been purchased for the bondholders, who are now the real owners of the railway. The conditions upon which these contributions were made to the "London Committee" were that it should be refunded, with interest, out of the first sales of bonds, to be made by the Company when re-organized. The obligation to refund this money was transmitted from the Committee to the "Board of Trustees," selected by the "London Committee," to purchase the property and to re-organize the company, and, when the company was re organized, the obligation was again transferred and the duty of re-payment passed with the title of the property, from the Board of Trustees to the Company, as re-organized.

At the first meeting of the stockholders of the re-organized Company (at which meeting nearly all of the stock was represented) the stockholders assumed the payment of the "Trustees' Loan" referred to above. A short period only elapsed, however, until a severe blow was struck at American credit by the extensive rebellion in the Southern States. The consequence was an utter destruction of the credit of all unfinished railways and other public enterprises in the United States. The Boar l of Directors were, therefore, unable to negotiate the bonds of the Company for the purpose of re-imbursing this loan. Consequently the Company were compelled to ask the contributors to convert this loan into 7 per cent. mortgage bonds of the re-organized Company.

This request was made through the "London Committee," and it is with great pleasure the Board of Directors are now able to announce to the stockholders that of a body of European contributors, numbering over 200 individuals and firms, only one has declined.

The "Trustees' Loan" may be considered as disposed of, and not longer in the way of negotiating bonds for money, to be expended in perfecting and placing the property of the Company in a condition to become valuable.

RESULTS OF THE FIRST YEAR.

The revenue from traffic for the year is in excess of the estimate presented in the recent report, notwithstanding the loss of our only connecting line to the seaboard (the Baltimore and Ohio Railway), which for the time is not operated for through traffic, by reason of the rebellion in the State of Virginia.*

The revenues, for the transportation of troops and munitions of war, have, to a considerable extent, made good the loss of through traffic.

From the accounts published herewith, the following statement is compiled:—

The gross earnings for the fiscal year (11½ months), from Aug. 15, 1860, to Aug. 1, 1861, amounted to	$459,649 85
Less working expenses	380,849 65
Leaving net earnings	$78,800 20
The rent of $5,000, per month, paid for the use of the Little Miami railway, from Loveland to Cincinnati, is embraced in the item of "working expenses"	57,500 00
	$136,300 20

By the foregoing it will appear that the working expenses, (exclusive of Little Miami Railroad Rent), were 70.34 per cent. of the gross earnings.

The net earnings (after paying the rent of the Little Miami Company) of $78,800 20 for eleven and a-half months, is at the rate of $82,226 29 per annum, equal to the interest at 7 per cent. per annum upon $1,174,661 28, being a greater sum than is required to place the property in good condition.

IMMEDIATE WANTS OF THE COMPANY.

The stockholders are aware that the railway now in use is not finished nor in condition for safe and profitable use—that it is operated at great cost and disadvantage, over high grades, in two instances at the rate of 250 feet ascent per mile, besides numerous grades varying from 70 to 110 feet per mile. When the railway was projected its maximum gradients were fixed at 52 feet per mile, but for want of means it became necessary to deviate from the original plans, and resort to temporary lines at various points on the route. By the report of the Engineer recently submitted to the stockholders, will appear his estimate of completing and perfecting the present main line of the railway on the original plan, making it in all respects a first class road, and the annual expenditures in doing the work as follows:—

1861, say	$541,371 05
1862	302,123 20
1863	89,744 25
After 1863	156,581 90
	$1,089,820 40

In the first year's expenditures is embraced the completion of three tunnels, thus avoiding the high gradients to which reference has been made, the great hinderances to the economical working of the line, the rebuilding of the most important bridges, and filling up with earth and masonry many of the wood trestles which are now rapidly decaying and becoming unsafe for use.

* The Government of the United States has recently directed the re-opening of the Baltimore and Ohio Railroad. This will restore to the Marietta and Cincinnati Railway its through traffic.

In addition to the sum required by the Engineer for the ensuing year, funds should be provided for the following purposes:—

To complete payments for Union Railway contracts	$54,852
Floating debts	80,000
Machinery department and shops	60,000
	$194,852
Add Engineer's estimates	541,371
Total sum required in about twelve equal monthly instalments	$746,223
If bonds were negotiated at 10 per cent. discount to produce the above sum, it would require in bonds, say	$830,000
To this add the bonds issued for Trustees' Loan, say	250,000
Total	$1,080,000

The above expenditure being promptly and judiciously made, would so improve the character and condition of the railway as to enable the company to conduct its traffic promptly, efficiently, and economically, and would result in a large increase of traffic and revenue.

The view of the Board of Directors is, that from that period the Company would have sufficient financial strength and credit to supply its further pecuniary needs in the open market. But in the present state of affairs it is useless to look beyond the owners of the property (the preference shareholders) for the means to save the railway from further depreciation, if not absolute destruction.

The Board of Directors again invite the serious attention of stockholders to the unfinished condition of their property, by re-publishing the following extracts from the recent "Report" of the Chief Engineer, showing the necessity of immediately providing the means for its completion, in order to render it safe, productive and valuable. It will be observed, that the Engineer's Report was prepared early in the present year, and as this year is lost, consequently the greater the necessity for prompt action on the part of stockholders. The Engineer says:

I respectfully submit the results of examinations and surveys made for the purpose of determining the location, plans, and cost of completing, in a perfect and substantial manner, the part of the road now in use between Loveland and Harmar.

The maximum gradient of one foot rise in 100 feet, or 52.8 feet per mile, which was assumed at the outset for the construction of the road, and which was adhered to on the finished portions of it, was adopted as the maximum on the grades yet to be completed. The estimates are based on the adoption of first class masonry, and of the most substantial manner for the entire completion of all the work. The embankments will be fifteen feet wide, and excavations twenty feet wide at grade line, with side slopes of one and a-half feet horizontal base to one foot vertical height for embankments and cuts in earth, and steeper slopes where the cuts are in rock. Bridges are to be built of white pine timber, on the plan of Howe's improved truss," and to be covered with metal roofs, and sides enclosed with white pine boards.

The plans and estimates contemplate the renewal of all the wooden trussed bridges, which have not recently been re-built, and the protection of the new structures by roofing and siding; the removal of all the trestle bridges, and the supplying the place of them with stone bridges, or culverts and earth embankments, in every case but one. The crossing of the Little Hocking river, where a trussed bridge with stone abutments and piers is proposed, the cutting down of all grades which are steeper than the maximum of 52.8 feet per mile; the improvement of sharp curves, the changing of the location where, to cheapen construction, objectionable curves and grades were resorted to with the expectation that they would be but temporarily used, the opening of all of the tunnels, the ballasting of the entire

road, and in short bringing it up to a completed and perfect road, which may reasonably and confidently claim a large share of the business between the east and west, and which may successfully compete for the travel and traffic now lost to it on account of its unfinished condition.

The road has been opened for business through its entire length about four years, and notwithstanding the difficulties which it has contended with, has been performing, with tolerable satisfaction to its patrons, the business which they have supplied, and has been gradually growing in favor and increasing in business. But the incomplete state in which it was opened and yet remains, has made the operation of it expensive to the company, and has also prevented it from drawing from other sources than the local business accumulating on its line, the share of trade and travel which, if it were placed in good condition, it might, and would, command. The interests of the stockholders require that the road should be completed at an early day, and indeed the possibility of continuing it open for business, is contingent upon proceeding promptly to renew a large number of the trussed bridges, and to make provision for soon dispensing with the great amount of trestling on the east end of the road. This trestling has been standing from five to seven years, and cannot be relied on much longer.

It is also important to the interests of the company, that the tunnels east of Athens should be finished without unnecessary delay;* one of them is now under contract to be completed on the 1st of September next. The one next in importance will require a longer time, but with adequate means, can be opened within a year.

The road from Loveland to 23 miles east of Chillicothe, a distance of 96 miles, was completed as originally designed, except a part of the ballast, and in a few cases, where a scarcity of building stone on the line led to the adoption of wood structures for passing over streams and roads. Masonry is now, or will soon be required at these places and is provided for in the estimates. But little besides the ballast for part of the distance and the renewal of the bridge superstructures, will be required on this division of the road. The original bridges were, as was common in the building of the railroads of the country, built of the kinds of timber growing along the line of the road, and having been left standing without covering or protection from weather, from seven to nine years, the removal of them cannot properly or safely be longer postponed.

Between the point 23 miles east of Chillicothe and Athens 37½ miles, there are several cuts to make in order to bring the road to its proper location and grade, and a number of heavy embankments to be built to take the place of trestle bridges now supporting the track. A large amount of masonry is also required for passing streams, and for abutments and piers to bridges, which are now supported on wooden trestles. These and the ballasting of the track make up the principal items in the estimate of cost of perfecting this part of the road.

From Athens to Harmar, 39½ miles, the road traverses a hilly portion of the State; and, as a consequence, the construction of it is expensive. A large amount of work is yet required on this part of the road, there being three tunnels east of Athens to complete, and numerous heavy cuts and embankments to be made. Many of the present grades on this section are very steep, requiring great excess of locomotive power where they occur, beyond what is necessary on the rest of the road, and rendering the transportation of freights over them unusually tedious and expensive.

In the following estimates, I have classified the work in such a way as to divide it between the years 1861, 1862, and 1863, and placed in another division such work as may be postponed to a later period than 1863.

In the year 1861, only such work is placed as, in my opinion, the safety of trains and the obvious interests of the company require, should be done as speedily as possible. In the other period the remainder of the work is arranged in such a way as to give precedence in time to that which is most important and urgent.

To complete in 1861 all of the work which is designed to be done in that year, it will be necessary that an early commencement should be made, with ample means and a large force. Delay in beginning the work will retard its completion, and in view of the necessity for prompt action in the matter of rebuilding bridges and opening the Vanderwarker and Pilcher tunnels, it is exceedingly desirable that the work be commenced without delay." Respectfully submitted,

NOAH L. WILSON, President.

No. 38 Albemarle st., London, W.

* Not finished for want of means.

GENERAL BALANCE SHEET, AUGUST, 1, 1861.

			Dr.
RAILWAY—*Original Cost.*			
First preference stock			$3,295,900 00
Second do. do.			2,637,800 00
Common or deferred do.			1,850,000 00
First preference scrip			2,711 11
Second do. do.			1,038 89
			$7,787,500 00
Increase.			
First preference stock interest	$307,143 00		
Second do. do. do.	244,648 50		
Cash advanced from current revenue	20,451 12		
Trustees' Loan	$201,617 36		
Less, cash not used	146 29		
		201,471 07	
			773,713 69
			$8,561,213 69
Union railroad purchase	$25,601 66		
Union railroad coupons	210 00		
			25,811 66
Hillsboro' and Cincinnati railroad purchase			177,210 60
Extraordinary renewals			92,303 69
Materials on hand			4,196 46
Balances outstanding			44,629 62
Expenses			500 00
Discount, first mortgage bonds			670 00
Interest on trustees' loan			585 59
Transportation expenses			380,849 65
			$9,287,970 96
			Cr.
CAPITAL—First preference stock			$3,295,900 00
Increase, Hillsboro' and Cincinnati Railroad purchase			150,300 00
Increase, Scrip into stock			186,400 00
			$3,632,600 00
Second preference stock	$2,637,850 00		
Increase, Hillsboro' and Cincinnati Railroad purchase	26,000 00		
Increase, Scrip into stock	152,600 00		
		2,816,450 00	
Common or deferred stock		1,850,000 00	
			$8,299,050 00
First preference stock scrip	$2,711 11		
Increase, Hillsboro' and Cincinnati Railroad purchase	517 54		
Increase, Interest to June 30, 1861	307,143 00		
	$310,371 65		
Less, Scrip converted into stock	186,400 00		
			12 3,97165
Second preference stock scrip	$1,038 89		
Increase, Hillsboro' and Cincinnati Railroad purchase	393 06		
Increase, Interest to June 30, 1861	244,648 50		
	$246,080 45		
Less, Scrip converted into stock	152,600 00		
			93,480 45
			$8,516,502 10
LIABILITES—First mortgage bonds issued for Trustees' Loan			7,200 00
Trustees' Loan			196,468 51
Bills payable	$17,822 44		
Pay roll	52,035 18		
Loan from Bank	897 31		
Individual accounts	37,395 57		
			108,150 50
EARNINGS—Passenger	$180,656 34		
Freight	247,598 24		
Mail	19,633 90		
Express	8,985 00		
Telegraph	2,776 37		
			459,649 85
			$9,287,970 96

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	67
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	82
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	101½
2d Mortgage	600,000	7	1875	102½
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Ill. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	82
1st Mortgage	3,600,000	7	------	38
2d Mortgage	2,000,000	7	------	14
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	77
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	99
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98½
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,380,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	75½
Convertible	1,002,000	7	1867	68½
Illinois Central:				
Optional Right Scrip	38,000	7	1868	62½
Construction	12,885,000	7	1875	87
Construction	4,115,000	6	1875	87
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	11
2d Land Grant (Western Div.)	353,600	†	------	11
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	94
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,596,000	8	1869	94
1st Mortgage (S. F.), convertible	4,153,000	8	1882	91½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	82
Northern Indiana, 1st	985,000	7	1861	83
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	80½
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	79
2d General Mortgage	2,465,000	7	1877	72
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	6	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelousa, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	91
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	92
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	103
2d Mortgage	4,000,000	7	1864	101
3d Mortgage (convertible)	6,000,000	7	1883	89
4th Mortgage (convertible)	3,729,000	7	1880	77
5th Mortgage	1,277,000	7	1883	70
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	96½
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	977
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93¼
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,967,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436 800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1868	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	75
2d Mortgage (convertible)	2,000,000	7†	'68-'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	73
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,347,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Conpon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	65
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

(From the Journal of the Franklin Institute.)

On the Erie Experiments on Steam Expansion by U. S. Naval Engineers.

By Samuel McElroy, C. E.

During a part of the months of November, December, and January, of last winter, experiments were made at Erie, on the U. S. Steamer *Michigan*, under the order of the Secretary of the Navy, by a Board of Chief Engineers of the Naval Engineer Corps, to determine certain questions in reference to the economy of steam expansion. Previous experiments made by the chief officer of the Board, had induced him to assert the fallacy of the commonly received doctrine of economy in expansion, and these observations were undertaken to pursue the investigation on a more perfect engine, and with greater care. A report of the results has been published by the Navy Department, of which a synopsis at length is given in the April number of this Journal, by a member of the Board.

The conclusions reported by this Board are of a very radical and revolutionary character, so far as they effect principles which have been accepted in practice from a very early period in the history of the steam engine applied to actual work. They differ from the whole tenor of experimental observation and theoretical deductions, and if accepted by the profession, would modify at once our proportions of working parts, and our applications of power. Their argument as to the economy of expansion is contained in the following quotation from the report:—

"The results obtained from this engine are rigorously applicable to all others in which saturated steam is employed in a cylinder not steam jacketed, and show conclusively the utter futility of attempting to realize an economical gain in fuel under such conditions by expanding the steam beyond the very moderate limit of one-and-a-half times; and that, if the expansion be carried to three times, a positive loss is incurred. Also, that if measures of expansion as high as those due to cutting off the steam at $\frac{1}{3}$th or $\frac{4}{15}$ths of the stroke are employed, the economy is considerably less than with steam used absolutely without expansion." It is also stated, in those cases where a reduction is to be made in power, on a cylinder cutting off at the "economical limit of $\frac{7}{10}$ths," that, as to a choice between a closer cut-off and the use of the throttle, "in fact, the two modes of reducing the power may be considered equal in respect of economy of fuel; but, in every other respect, the choice is immeasureably in favor of the throttle valve."

Language of this kind admits of no misconstruction. It throws the gauntlet at the foot of universal professional opinion and practice boldly and unequivocally. It declares that in all ordinary working cylinders, not steam jacketed, there is no gain in cutting off closer than at two-fifths, and that a positive loss follows a cut-off at one-quarter stroke. It is better to carry full steam, we are told, than to cut off at one-sixth. And farther than this, it is better to throttle the steam for any reduction inside of seven-tenths cut-off, than to cut off with the main valve.

An opinion of this kind, expressed in this way has a certain gravity, and merits an attention which might be denied the publication of any individual conclusion to the same effect. It claims to be issued by authority, it involves the honor of the Naval Engineer Corps, it passes out to other countries as the conclusion of American science, and it pretends to be infallible. This Board informs us that its report is "only one more illustration of the well-known fact that the histories of all sciences are but records of mistakes and misconceptions, arising from the application of fallacious theories, which, once plausibly advanced, were long believed in, from an unwillingness to investigate for ourselves, but which exploded at the first touch of the *experimentum crucis*." It is a matter, therefore, of some interest to the profession to inquire how far this assumption of new light will in itself bear the test which is claimed to have been applied, for the first time, to all the past.

We may justly, then, in our examination of these opinions and the experiments on which they are based, subject them to severe analysis, in order to detect any sources of error. All revolutions, political or scientific, must be content to bear the burden of proof, and cannot be alloted the benefit of any doubts. If, in ordinary processes, according with established principles, we may leave unquestioned between the initiative and the final result many of the intermediate operations, it is manifest that nothing of the kind can be claimed or allowed in a case like this, which seems to contravert well-known and long-established mechanical laws. And we have, therefore, a right to determine that this report shall only be accepted, if its experiments were correct as to the principle of experiment, the method of experiment, and the most consistent and conclusive results of experiment. Any contradictions occurring at any stage of the process, any palpable or possible errors in process, any anomalous results or inferences, are fatal to the whole, and must be so received. The first great lesson which a thorough-bred engineer learns, is to take nothing for granted; and however we may personally respect and value the character and experience of the members of this Board, we must judge of their verdict by fixed and positive conditions of analysis, and in no other way. If they have failed to determine with rigid accuracy a single important link in the chain of evidence, the report falls to the ground; and if processes in detail are suppressed, requisite to establish evidence, the argument of the report is, so far, vitiated.

The reader of this report cannot fail to be impressed with its parade of accuracy. Elaborate descriptions are given of certain precautions taken, and sizes in close detail of the boilers and engines are recorded with interesting fidelity. The precise number of inches between the bottom of the feed-water tank and the floor is not omitted. Equally elaborate are the arguments on the results obtained, both which features comprise a report of some 38 pages. But when, with some educated regard for such matters, we examine this report for the *notes of the experiments* in similar satisfactory detail, we are surprised to find them entirely omitted, and have no key to them whatever, except the aggregated results given in two tables, arranged in seven columns, alloted to as many distinct experiments. These tables are merely averages and aggregates of the results in detail, and therefore define the several processes in a general way. To have known precisely the times and manner of coal supply, tank supply, cleaning fires, starting and hauling fires, variations of pressure, and the like, as to boilers, we might well have excused an elaborate notice of the kind, material, and diverse sizes of their flues, or any other matters irrelevant to the questions at issue. And this remark is applicable to all the other processes tabulated. The counsel for the defendant has no opportunity to cross-question the witnesses. The argument is confined to the general allegations. We do not mean to convey the impression here that these tables are incorrectly reported, but we do intend to say, that the report has a pretension of accuracy in detail which is not warranted by its actual statistics of essential points. It does not enable us to decide any questions suggested by the tables themselves.

The correctness of the opinions expressed by the Board is to be judged by the results obtained by it, so far as the course of examination adopted was itself correct. If any objections exist as to any portion of such course, they invalidate, in proportion to their character, the results obtained. The first point, then, to be considered, is the Course of Experiment pursued.

The following general description of method is deduced from the statements of the report:—

The ship has two engines and two boilers. The starboard engine and both wheels were used, with *both boilers*, for all the trials reported, the port engine being disconnected.

The boiler evaporation was determined by indicator cards taken hourly, and by tank measurements.

Each experiment continued precisely 72 hours; there being 7 reported with a steam travel in the cylinder varying from $\frac{11}{15}$ths to $\frac{4}{15}$ths.

The boiler pressure was nearly uniform in all the trials.

The ship was securred to the wharf, so that the wheels paddled the water aft.

Before an experiment, the engine was operated for several hours. When all was ready as to water level and boiler pressure, with "average fires," the notes were commenced. At the close, the boiler level was corrected, and the fires made the same "as nearly as could be estimated." The friction and resistance of the engine and wheel-arms and rims, were determined by taking off the floats, and working the engine from 6 to 22 turns, taking indicator cards to obtain a reliable mean for each rate of speed.

During an experiment, the engine was neither stopped, slowed down, nor in any way changed in condition.

Due precautions were taken as to the tightness of valves, &c., correctness of counter, coal account, and other important notes.

To illustrate more fully the course of experiment adopted, the following abstract is made from table No. 1 of the report, which gives the "data and results." Table No. 2 equates these results in various ways, and is based on No. 1.

No. of experiment.	Date of commencement.	Boiler gauge pressure.	Mean cylinder pressure.	Vacuum.	Cut-off.	Revolutions.
1	Dec. 30, 4 A. M.,	21	19.9	25.8	8-10	13.69
2	Jan. 2, 4 "	21	13.6	25.6	1-6	11.17
3	" 5, 6 "	21	17.4	25.8	1-4	13.87
4	" 8, 10 "	21	24.1	26.3	4-9	17.28
5	" 18, 10 P. M.,	19.5	27.6	26.1	7-10	15.56
6	" 21, 12 "	21	28.8	26.5	11-12	20.61
7	" 25, 6 "	22	8.8	24.1	4-5	14.10

No. of experiment.	Horse power.	Coal per sq. foot of grate.	Coal per H. P. per hour.	Feed-water per coal by tank.	Kind of coal.
1	123.7	6.28	4.23	8.33	Ormsby.
2	74.5	2.79	4.58	8.09	"
3	118.4	5.21	3.96	8.70	"
4	204.4	9.51	4.19	7.90	"
5	210.8	11.41	4.87	7.14	Anthracite.
6	301.4	18.52	5.53	7.22	Brookfield.
7	60.9	4.11	6.08	7.58	Ormsby.

Notwithstanding the claim of this report that it is the "*experimentum crucis*" which has, for the first time, successfully opposed rigid experiment against "fallacious theories," we shall assume here, that there are certain general principles by which its particular course is to be tested, which overrule any experimental results, and decide the question of acceptance or rejection by positive laws.

We shall not pause here to defend this assumption by any argument at length. It is a great mistake to assert, in these latter days, that engineering is a science hitherto purely theoretical. On the contrary, it is clear that its laws have been gradually determined from the absolute results of long continued observations, and eliminated from the unmistakeable precepts of actual trial. This is the glory of the profession, that from known results it has framed its precepts and laws, under the guidance of which, in certain established methods, it may claim infallibility, without arrogance. And it is the leading principle of the profession, that all conjecture and discussion should be brought to the test of trial and by such test to stand or fall. There is no need of multiplying words or adducing evidences of so well

known a statement as this. Every engineer who has had to assume the responsibility of important constructions, knows by experience that it is true.

As appears from its report, the Board, in experimenting, adopted a uniform standard of low boiler-pressure for all the variations of work, and changed the resistances of the wheels by removing the floats. For all grades of expansion then, low steam was used, a uniform initial pressure, and variable resistances.

We object to the correctness of this method, for the following reasons:

The problem which presents itself to an engineer in operating his engine and his boilers, is defined by the amount of work to be done and the most economical method of doing it within limits of safety. And with a given engine in place, like the *Michigan's*, the argument between expansion and non-expansion should have been determined by a fixed standard of piston resistance, and not by a fixed standard of boiler pressure, with variable resistances. Viewed in this light, which is the only correct one, the mission of this Board was to experiment, first on such a boiler pressure as with a full steam stroke would fulfil the usual duties of the engine, and then maintaining the same *average cylinder pressure*, and the same engine duty, to test the economical results with successive degrees of expansion, and corresponding increments of initial pressure. This is the real matter at issue—whether it is cheaper to carry high steam and expand, or to carry low steam and follow at full stroke.

As to its opinion on this subject, the Board, in a part of its report, leaves us distinctly to infer that its results, as tabulated, are conclusive against the use of higher steam. Its argument, as given on pages 33 and 34, is based on the assumed fact that it has demonstrated an immense loss in any high range of expansion, and it follows by consequence, that a greater boiler pressure, as involving a closer cut-off, would be useless. Unfortunately for our confidence in its tables, which will not be found to bear analysis, it has not favored us with any practical demonstration of its singular logic, and as it seems to be simply Quixotic to pause here, for the purpose of establishing the proposition which is plain to the rudest coal-heaver, that it is cheaper to make high steam than low steam, we content ourselves at present with saying that this neglect, in itself, as a misapprehension of principle, is sufficient to overthrow all these carefully eliminated tables and high toned results. The relative economy of high and low pressure for a given amount of work has long since passed beyond the region of conjecture. Those of us who have seen engines of enormous contract value, hanging for acceptance or rejection on the rise of the boiler gauge, and the curve of an indicator card, know something of this in practice, and by demonstrations of the highest order.

Again, we find in these experiments, that with the same pressure and the same grate surface, the rate of combustion in the boilers varies from 18.52 pounds per square foot to 3.79.

In this way the Board disposes in a very summary manner of the discussion which has long agitated the engineering world, as to the relative merits of quick and slow combustion. While one class has claimed superior advantage in slow combustion, and has specially adapted its boilers to this process, their opponents pronounce in favor of quick combustion, and modify their forms accordingly. The discussion also embraces varieties of coal, one being deemed most suitable for a slow fire, and another for a stronger fire. Volume after volume, experiment after experiment, debate after debate, are extant on this subject. But here, without argument or apology, this "fallacious" range of opinion is laid upon the shelf, and in the same boilers, with the same variety of coal, the rate of combustion is varied about *four hundred* per cent.! And the highest rate is that required, of all these, for the ordinary speed of the ship, for which these boilers were proportioned. The tabular results of this board, then, are just as valuable and just as conclusive on the theory of variable combustion as they are on that of variable expansion.

(To be continued.)

Extracts from the Report of the Secretary of War.

STRENGTH OF THE ARMY.

The following statement presents the entire estimated strength of the army, both volunteers and regulars:

States.	Volunteers. Three months.	For the war.	Aggregate.
California	.....	4,688	4,688
Connecticut	2,236	12,400	14,636
Delaware	775	2,000	2,775
Illinois	4,941	80,000	84,941
Indiana	4,686	57,332	62,018
Iowa	968	19,800	20,768
Kentucky	.....	15,500	15,000
Main	768	14,239	15,007
Maryland	.....	7,000	7,000
Massachusetts	3,435	26,760	30,195
Michigan	781	28,550	29,331
Minnesota	.....	4,160	4,160
Missouri	9,336	22,130	31,486
New Hampshire	779	9,600	10,379
New Jersey	3,068	9,342	12,410
New York	10,188	100,200	110,388
Ohio	10,236	81,205	91,441
Pennsylvania	19,199	94,760	113,959
Rhode Island	1,285	5,898	7,183
Vermont	780	8,000	8,780
Virginia	779	12,000	12,779
Wisconsin	792	14,153	14.945
Kansas	.....	5,000	5,000
Colorado	.....	1,000	1,000
Nebraska	.....	2,500	2,500
Nevada	.....	1,000	1,000
New Mexico	.....	1,000	1,000
District of Columbia	2,823	1,000	3,823
Total	77,875	640,637	718,512
Estimated strength of the regular army, including the new enlistments under act of Congress of July 29, 1861		20,334	.....
Total		660,971	.....

The several arms of the service are estimated as follows:

	Volunteers.	Regul'rs.	Agg'te.
Infantry	557,208	11,175	568,383
Cavalry	54,654	4,744	59,398
Artillery	20,380	4,308	24,688
Rifles & sharpshooters.	8,395	.....	8,395
Engineers	.....	107	107
Total	640,637	20,334	660,961

RAILROAD COMPETITION—NECESSITY FOR ADDITIONAL FACILITIES.

Corporations, like individuals, are liable to be governed by selfish motives in the absence of competition. An instance of this kind occurred in the management of the railroads between Baltimore and New York. The sum of $6 was charged upon that route for the transportation of each soldier from New York to Baltimore. As this rate seemed extravagant to the Department, when considered in connection with the great increase of trade upon those roads, made necessary by the wants of the Government, inquiry was made concerning the expediency of using the roads from New York to Baltimore *via* Harrisburg. The result was an arrangement by which troops were brought by the last named route at $4 each; and, as a consequence, this rate was at once necessarily adopted by all the railroads in the loyal States, making a saving to the Government of 33⅓ per cent. in all its transportation of soldiers, and at the same time giving to the railroads, through increased business, a liberal compensation.

The railroad connection between Washington and Baltimore has been lately much improved by additional sidings, and by extensions in this city. In order, however, that abundant supplies may always be at the command of the Department, arrangements should be made for laying a double track between this city and Annapolis Junction, with improved sidings and facilities at Annapolis and along the branch road.

Should the navigation of the Potomac River be interrupted by blockade, or the severities of Winter, it would become absolutely necessary, for the proper supply of troops in the District of Columbia and vicinity, and of the inhabitants of this city, to provide additional railroad connection between Washington and Baltimore. A responsible company, with a charter from the State of Maryland, have proposed to do this upon condition that the Government will indorse their bonds; they binding themselves to set aside annually a sufficient sum for their redemption at maturity, and thus eventually release the Government from any liability whatever, and to charge, for transportation, rates in no case to exceed four cents a ton per mile for freight, and three cents per mile for passengers. During the continuance of the war, however, their charge for passengers is not to exceed two cents per mile. The charge for the transportation of passengers between the two cities is at present three and three-quarter cents per mile, and for freight, the rates per ton will average from five to eight cents per mile. The large saving to the Government in cost of transportation, would amply compensate for all liability, and give to the citizens of all the loyal States greatly improved facilities for reaching the National Capital, and at much less rates than they are now compelled to pay. To the citizens of the District it would cheapen the cost of supplies, and prove of immense value in every respect.

I recommend that a railway be constructed through this city, from the Navy-yard, by the Capitol, to Georgetown, forming connections with the existing railroad depots, and using the Aqueduct bridge for the purpose of crossing the river at Georgetown. By a junction of this proposed railway with the Orange and Alexandria Railroad, not only would the communication with our troops in Virginia be greatly improved, but an easy access be obtained to the Baltimore and Ohio Railroad near Harper's Ferry, by means of the Loudoun and Hampshire Railroad. To its importance as affording facilities for moving troops and supplies in time of war, may be added the future benefits it would confer upon the District of Columbia. The outlay required would be saved in a few months by enabling the Government to dispense with the expensive ferry at Georgetown, and by greatly decreasing the costly wagon transportation of the army through this city.

BALTIMORE AND OHIO RAILROAD.

The injuries to railroads, instigated by the rebel authorities of Baltimore, in order to embarrass communication with the North and West, *via* Harrisburg, and with the East, *via* Philadelphia, have been repaired by the different companies that own them. That portion of the Baltimore and Ohio Railroad west of Harper's Ferry which was so ruthlessly destroyed by the rebels, has not yet been restored. The great interests of trade require that this road should be re-opened as speedily as possible by the company, for the transportation of the immense surplus of the agricultural productions of the West. To aid this object the Department has tendered to the company a sufficient force for its protection during the progress of the work, and will render such facilities as it may be able to provide, in connection with its other important public duties.

For the purpose of facilitating the transportation of supplies to Alexandria, and to points beyond, it has been found necessary to rebuild portions of the Orange and Alexandria and the Loudoun and Hampshire Railroads, and to lay a track from the Railroad depot to a point on the Potomac River, in this city.

TELEGRAPH.

Under an appropriation granted for that purpose at the last session of Congress, a Telegraph Bureau was established, and has been found of the greatest service in our military operations. Eight

hundred and fifty-seven miles of telegraphic line have been already built and put in operation, with an efficient corps of operators, and a large extension is now in process of construction.

THE LONG BRIDGE.

Congress, at its late session, made an appropriation for the re-construction of Long Bridge, across the Potomac, which, in its then dilapidated condition, was unsafe for military purposes. The work, which has been carried on without interruption to trade or tavel, is rapidly approaching completion, and, when finished, will be a substantial structure.

THE CAPITAL—PROPOSED CHANGE OF BOUNDARIES.

The geographical position of the Metropolis of the nation, menaced by the rebels, and required to be defended by thousands of our troops, induces me to suggest for consideration the propriety and expediency of a re-construction of the boundaries of the States of Delaware, Maryland and Virginia. Wisdom and true statesmanship would indicate that the seat of the National Government, for all time to come, should be placed beyond reasonable danger of seizure by enemies within, as well as from capture by foes from without. By agreement between the States named, such as was effected, for similar purposes, by Michigan and Ohio, and by Missouri and Iowa, their boundaries could be so changed as to render the capital more remote than at present from the influence of State Governments which have arrayed themselves in rebellion against the Federal authority. To this end, the limits of Virginia might be so altered as to make her boundaries consist of the Blue Ridge on the East and Pennsylvania on the North, leaving those on the South and West as at present. By this arrangement, two counties of Maryland (Alleghany and Washington) would be transferred to the jurisdiction of Virginia. All that portion of Virginia which lies between the Blue Ridge and Chesapeake Bay could then be added to Maryland, while that portion of the peninsular between the waters of the Chesapeake and the Atlantic, now jointly held by Maryland and Virginia, could be incorporated into the State of Delaware. A reference to the map will show that these are great natural boundaries, which, for all time to come, would serve to mark the limits of these States.

To make the protection of the capital complete, in consideration of the large accession of territory which Maryland would receive under the arrangement proposed, it would be necessary that that State should consent so to modify her Constitution as to limit the basis of her representation to her white population.

In this connection, it would be the part of wisdom to reannex to the District of Columbia that portion of its original limits which, by act of Congress, was retroceded to the State of Virginia.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

TWO additional coupons payable July 1, 1862, and Jan. 1, 1863, on the full paid stock of this Company, will be deliverable on presentation of certificates at this office, on or after the 1st day of December.

48 THOMAS E. WALKER, Treasurer.

OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
Albany, November 1, 1861.

THE annual election for Directors of this Company, and for three Inspectors of the next election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the eleventh,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

JOHN V. L. PRUYN,
Secretary *pro tem.*

5t



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW.
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
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The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight
KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y

HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less			10	cents per	100 pounds.
50	"	"	15	"	"
100	"	"	25	"	"
150	"	"	40	"	"
200	"	"	50	"	"
300	"	"	75	"	"
350 to 400 miles not exceeding			90	"	"

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals		3,000	pounds.
2 animals		4,000	"
3	"	5,000	"
4 horses		6,500	"
5	"	8,000	"
6	"	9,000	"
7	"	10,000	"
8	"	11,001	"
9	"	12,000	"

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 14, 1861.

Peterboro' and Shirley Railroad.

The Peterboro' and Shirley Railroad Company of New Hampshire was chartered July 8, 1846, with authority to construct a railroad from the Massachusetts State line, through New Ipswich, to Peterboro'. The road was placed under contract in 1849, and completed to the Souhegan, in November of the same year, and to Mason village, 9.36 miles, in 1850. From its opening it has been operated by the Fitchburg Railroad Company in connection with the Peterboro' and Shirley Railroad of Massachusetts—first at the stipulated sum of $10 per day, and subsequently as a part of the latter road, under lease to that company. The latter road being leased to the Fitchburg Railroad Company. Agreeably to an act passed in 1858-'9, the road, franchise, etc., was, on the 24th of March, 1860, sold to the Peterboro' and Shirley Railroad Company of Massachusetts for the sum of $67,700, the amount of its funded debt. The share capital was $143,456; floating debt $110,665; cost of road, including discount, interest, etc., $245,643. No reports were ever made of its operations. It yielded no return for the capital invested in it.

The Peterboro' and Shirley Railroad Company of Massachusetts was incorporated in 1845. The road was opened for public use from Groton to West Townsend, 12 miles, in 1848, and to the New Hampshire State line, 14 miles, in 1850. On the 1st of December, 1847, it was leased to the Fitchburg Railroad Company for 12 years (with the option of a further term of 13 years) the latter agreeing to keep the road in repair, and pay for its use 6 per cent. on its cost, and $300 in addition annually. On the 1st of July, 1857, this agreement was modified, and 7 per cent. was thereafter paid. On the 1st of January, 1860, the road was purchased by the Fitchburg Company for the sum of $132,666. The Peterboro' and Shirley Company has, therefore, no longer a corporate existence on their books, but is simply regarded as so much property added to the corporation, and is treated as such. The share capital authorized was $275,000, of which $263,700 was paid in. Funded debt $16,100. Cost of road, etc., $265,327. The Massachusetts Company have a claim against the New Hampshire portion of the road, consisting of bonds, notes and judgments secured by mortgage, the nominal value of which is $120,944.

The following is a statement of the cost, earnings, expenses, etc., from the opening of the road to the date of its purchase by the Fitchburg Company:

Years.	Cost of road, etc.	Rent from Fitchburg Co.	Operating expenses.	Net earnings.	Dividends. $	Dividends. p.c.
	$	$	$	$		
1848.	208,311	12,798	11,798	1,000	*nil.*	*nil.*
1849.	223,537	13,712	11,798	1,914	"	"
1850.	272,647	16,658	13,005	3,653	18,250	12½
1851.	262,115	16,146	11,689	4,457	*nil.*	*nil.*
1852.	263,540	17,423	2,150	15,273	"	"
1853.	263,576	18,750	300	18,450	"	"
1854.	264,601	18,822	300	18,522	"	"
1855.	265,268	18,869	900	17,969	5,250	2*
1856.	265,268	18,869	300	18,569	7,884	3
1857.	265,327	22,373	406	21,967	*nil.*	*nil.*
1858.	265,327	22,373	369	22,004	6,592	2½
1859.	265,327	22,373	674	21,797	*nil.*	*nil.*
12y.	3,084,814	219,166	53,689	165,695	37,976	
Av..	257,070	18,264	4,474	13,808	3,164	1⅔

* Also 25 per cent. in stock.

It is understood that there is still a distinct organization kept up in New Hampshire, and that a board of directors is in existence, but no separate account is kept of the receipts and expenditures.

New York Central Railroad.

At the annual meeting of the Stockholders of this company, held at Albany on the 11th instant, the following Directors were chosen by a unanimous vote: Erastus Corning, of Albany; Dean Richmond, Buffalo; John H. Chedell, Auburn; Alonzo C. Paige, Schenectady; John V. L. Pruyn, Albany; Nathaniel Thayer, Boston; Livingston Spraker, Palatine Bridge; Jacob Gould, Rochester; Cornelius L. Tracy, Troy; Charles H. Russell, Richard M. Blatchford, New York; Hamilton White, Syracuse; Henry H. Martin, Albany.

For Inspectors of Election, GEORGE DEXTER, of Albany; RUFUS G. BEARDSLEE, of New York; and STEPHEN GROESBECK, of Albany, were chosen.

At a subsequent meeting of the Board the following appointments were made:

President—ERASTUS CORNING.

Vice-President—Dean Richmond.

Executive Committee—Messrs. Corning, Richmond, Chedell, Paige, Martin.

Committee on Accounts—Messrs. Spraker, Tracy, and Blatchford.

Buffalo, New York and Erie Railroad.

The earnings of this road for the year ending Sept. 30, 1861, in comparison with the corresponding period of the previous year was as follows:

	1860.	1861.
Passengers	$135,751 20	$128 552 22
Freight	422,718 22	439,142 55
Other sources	21,536 11	26,189 85
	$580 000 53	$593,884 62
Expenses	337,046 13	409,050 03
Net earnings	$242,954 40	$184,334 59
Increase in earnings		$13,884 09
Increase in expenses		72,003 90
Decrease in net earnings		$58,119 81

A contract has been entered into between this company and the Erie Railroad Company, by which the latter has the use of the former road (from Buffalo to Corning) for one year from the 1st of the present month. The Erie Company to run all its passenger and a large share of its freight trains into Buffalo instead of Dunkirk—the passenger trains to be run so as to make exactly the same time as the trains of the New York Central.

Cochecho Railroad.

This road is 28 miles in length, extending from Dover to Alton Bay. The company was chartered July 2, 1847. The construction of the road was commenced in the summer of 1848, and completed to Farrington 17½ miles, fn Sept., 1849, and to Alton Bay in Sept., 1851. The cost of the road, etc., September 30, 1850, was $421,715; on the 30th November, 1851, it was $661,623; and on the 30th November, 1860, it was $851,187. The construction account still remains open, and new entries are made to it from year to year, thereby rendering it very difficult to determine the exact amount paid, or fairly chargeable to the original cost of construction, in distinction from the ordinary operations of the road. The capital stock authorized was $50,000, of which $389,047 has been paid in, viz: common stock $211,297; preferred stock $177,790. The latter was authorized October 15, 1850, to the amount of $250,000, to bear 7 per cent. interest, until the earnings should be sufficient to pay 6 per cent. on the whole stock, when both classes were to be placed on an equality. On the 16th of October, 1850, the stockholders voted that the preferred stock should bear 8 per cent. interest till the road should earn 8 per cent. on the whole stock. No dividend has ever been paid upon either. The funded debt of the company consists of $420,853 first mortgage 6 per cent. bonds. These bonds become due in 1870, and there is now one year's interest ontstanding against them. It will be seen that the net receipts over expenditures have not been enough to pay the interest on these bonds, to say nothing about $20,483 of notes and other liabilities; so that it becomes perfectly apparent that this corporation must, sooner or later, fall into the hands of the bondholders. The following is a statement of the earnings, expenses, etc., from the date of its opening to the close of the fiscal year Nov. 30, 1860:

	Gross Earnings. Passengers.	Freight.	Mails, etc.	Total.	Operating expenses.	Net earnings.
	$	$	$	$	$	$
1850	*10,603	16,854	1,433	28,890	19,121	9,769
1851	†16,600	15,962	1,726	34,288	19,019	15,269
1852	16,159	16,312	1,757	34,228	21,349	12,879
1853	18,370	25,016	3,240	46,626	23,328	23,298
1854	20,870	28,106	3,125	52,111	25,628	26,483
1855	21,284	28,479	3,428	53,191	25,801	27,390
1856	20,416	28,023	3,580	52,019	24,475	27,544
1857	18,964	25,308	3,503	47,775	23,563	24,212
1858	17,232	23,199	4,278	44,709	27,646	17,063
1859	20,417	27,794	3,487	51,698	29,832	21,866
1860	20,737	27,280	2,029	50,046	24,520	25,526

* From Sept. 1, 1849 to Sept. 30, 1850. † From Oct. 1, 1850 to Dec. 1, 1851.

The average gross earnings have been $45,053; the average expenses, $24,026; and the average net earnings, $21,027. The amount required to pay the interest on all the bonds is $25,251. The amount paid on account of interest in 1860 was $27,649; in 1859, $9,523; in 1858, $22,899; in 1857, $23,677.

Philadelphia and Reading Railroad.

The coal tonnage of the Reading Railroad for the year ending November 30th, was 1,636,587, against 1,878,156 tons for the year ending Nov. 30, 1860—showing a loss of 241,569 tons. The aggregate business for the season is over 7,600,000 tons, and only about 270,000 less than last year to the same time.

AN ABSTRACT OF THE 7TH ANNUAL REPORT OF THE GENERAL RAILROAD COMMISSIONERS FOR 1861.

Railroads of Connecticut.

Titles of Companies.	Capital. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earnings less Expenses.	Dividends. Am't.	Rate.
	$	$	$	$	$		$	$	$	$	$	$	$	P. c.
Danbury and Norwalk	307,010	96,500	.....	403,500	402,476	28.81	32,784	41,192	3,051	77,027	42,161	34,866	44,656	16*
Hartford and New Haven	2,350,000	936,000	.....	3,286,000	8,407,780	72.01†	428,042	320,854	41,641	790,537	444,078	346,459	285,000	10
Hartford, Providence and Fishkill	1,938,789	1,810,500	819,444	4,066,683	4,206,966	122.86‡	186,269	153,909	18,969	359,147	209,670	149,477	.....	....
Housatonic	2,000,000	197,000	96,133	2,293,133	2,489,775	74.00	101,418	196,307	21,382	319,107	262,598	56,509	.....	....
Naugatuck	1,031,800	289,750	21,408	1,342,958	1,381,800	57.00	161,431	10,449	.....	263,209	168,618	94,591	82,544	8
N. Haven, N. London & Stonington	738,538	750,000	156,429	1,644,967	1,454,040	62.00	111,854	15,564	8,154	135,072	135,072	.....	.....	....
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	55.13	(Leased to N.Y. & N. H. Co.)			149,317	.....	149,317	.....	....
New London and Northern	610,900	1,052,100	1,563,000	1,573,569	66.00§		61,157	61,588	7,550	130,295	130,310	(loss $15)	46,125	5
New York and New Haven	2,980,839	2,104,000	5,104,728	5,884,284	62.25¶		800,182	186,540	68,046	1,049,768	653,517	396,251	.....	....
Norwich and Worcester	2,122,500	600,600	25,986	2,749,086	2,618,694	66.41‖	121,814	222,516	14,032	358,362	241,636	116,726	.....	....
Total	14,900,826	8,336,450	639,289	23,876,565	24,263,384	660.97	1,934 849	1,359,901	188,274	3,631,841	2,287,660	1,344,181	408,325	....

To this table should be added 8 miles of the Midland Railroad of Massachusetts lying within Connecticut and a mile of the New York, Providence and Boston Railroad of Rhode Island. Also the Farmington Valley Railroad, a prolongation of the New Haven and Northampton Railroad from Granby to the north line of the State about 5 miles, but in relation to which no report is returned. Total, 14 miles.

* 10 per cent. in stock and 6 per cent. in cash.
† Six miles in Massachusetts,
‡ Twenty-six miles in Rhode Island,
§ Eleven miles in Massachusetts,
¶ Fifteen miles in New York,
‖ Sixteen miles in Massachusetts,
} Total 74 miles.

Central Ohio Railroad.

The earnings of the Central Ohio Railroad for the year ending August 1, 1861, were:

Passengers	$278,187 98
Freight	372,493 04
Express	21,460 24
Mails	27,575 30
Total	$699,716 56
Operating expenses	469,165 00
Net earnings	$230,551 56

Greenville and Miami Railroad.

The earnings of the Greenville and Miami Railroad for the year ending October 31, 1861, were as follows:

Passengers	$25,503 05
Freight	34,464 57
Mail	2,400 00
Incidental	916 16
Wood	6,069 69
Total	$69,352 47
Operating expenses, same time	$75,375 24

Eaton and Hamilton Railroad.

The earnings of the Eaton and Hamilton Railroad for the ten months ending November 1, 1861, were:

Passengers	$42,406 22
Freight	54,002 13
Mail	2,620 61
Express	2,032 00
Rents	1,113 30
Total	$102,180 26
Operating expenses	50,772 11

Chicago and Rock Island Railroad.

The Directors of the Chicago and Rock Island Railroad Company, in connecting with their declaration of a dividend of three per cent. have made the following statement:

Cash in band of Treasurer		$322,309 50
Deducted three per cent. dividend		165,045 00
Totals		$157,264 50
Payments for the next six months, ending June 30, 1862:		
Due Jan. 1, 1862, interest on bonds	$48,895	
Due Feb. 1, 1862, rent Peoria V. Branch	62,500	
		111,395 00
Surplus		$45,869 50

Finances of Maryland.

The Comptroller of Maryland gives the following statement of the condition of the treasury, September 30, 1861:

Balance on hand as of September 30, 1860	$255,587 73
Receipts during the year	960,813 08
	$1,216,400 81
Disbursed during the year	1,046,356 49
Leaving a balance on September 30, 1861, of	$170,044 32
Probable demands upon the treasury for the current fiscal year, $1,000,000 00.	
Amount of Sinking Fund on the 30th of September, 1860	$4,823,229 35
Accumulated therefor during the year	231,189 02
Showing the actual Sinking Fund to be on the 1st September, 1861	$5,054,418 37
Remaining to the credit of the Fund September 30, 1861	40,919 62

Trade of the Port of Vera Cruz.

From the following Commercial review of the port of Vera Cruz, complied by Don F. de P. Serrano, by order of the British government, it appears that the value of the importations for the year 1860 were:—

Provisions	$1,854,757
Manufactures	7,467,566
Metals	233,924
Assorted merchandise	3,642,031
Total	$13,198,278

This amount of foreign merchandise is entered at the Custom House from the ports of:—

Liverpool	$4,540,331
Havre	2,514,149
Hamburg	1,922,433
New Orleans	1,546,573
Havana	967,073
Bordeaux	505,111
New York	488,701
Antwerp	200,041
Malaga and Genoa	241,253
Boston	116,789
Barcelona and Cadiz	330,019
Maracaibo	65,488
Pensacola	11,596
Newcastle	6,745
Mobile	1,976

The trade returns of the last year will be seen by the returns of the past five years, from which it appears that the value of the imports for the years were:—

1856	$17,720,582	1859	$14,027,920
1857	11,224,415	1860	13,198,278
1858	10,033,569		
Total	$66,204,764		

—Or an annual average of $13,240,953.

The exports for the same time were:—

Southampton	$5,345,225
New Orleans	943,336
New York	237,361
Havre	97,203
Bordeaux	86,994
Havana	77,983
Hamburg	59,823
Cadiz	15,100
Liverpool	9,912
Antwerp	7,496
[illegible]	3,200
Total	$6,883,633

The exports were for

1856	$8,942,988	1859	$5,864,310
1857	11,384,765	1860	6,883,633
1858	2,915,576		
Total	$35,963,272		

—Making the average $7,196,664 per annum, or little more than fifty per cent. of the value of the imports during the same time.

The exports of gold and silver were in

1856	$512,722	1859	$189,475
1857	261,347	1860	290,936
1858	117,161		
Total	$1,371,641		

Silver during the same years, $28,851,868.

The duties collected during the past year (1860) on imports amounted to $3,440,821; of this amount the national treasury did not receive the whole.

The pilotage, lighthouse, municipal, public improvements and tonnage dues are assigned. The "amortization of debt" is a payment heretofore made in Interior bonds. This impost has lately been changed for a new one in favor of the railroad enterprise.

The treasury receives little more than 50 per cent. of the duties collected at Vera Cruz, and nearly the whole of this is supposed to be absorbed by foreign and native holders of claims upon the national revenues.

Mineral Point Railroad.

The Mineral Point Railroad of Wisconsin has been sold under a decree of foreclosure to James C. Carter of New York for $75,000. On the reorganization of the company, Luther Beecher was elected President and George W. Cobb, Secretary and Superintendent. This road is about 32 miles in length, extending from Warren, Ills., a point on the Illinois Central Railroad, to Mineral Point, Wis. Its cost was over $1,000,000, of which the city of Mineral Point and vicinity, subscribed and paid in cash $120,000, besides issuing bonds for $30,000 more, to pay which an annual tax is levied.

Illinois Central Railroad.

A call of $5 per share has been made upon the scrip stock of this company for the purpose of paying off the construction disbursements of this year, and a small amount of interest, due Jan. 1st proximo. The notice is given elsewhere. We give also the company's statement for November. The receipts are less by $7,280 than those of November, 1860. For the past eleven months they exceed those of the corresponding period of 1860 by $169,357, and are now within $112,582 of the entire receipts from transportation for that year. The receipts for December, 1860, were $227,858.

New York Canals.

The Erie Canal closes on the largest business ever reported in its history—the revenues exceeding 1847 by $267,000.

Toll received fourth week in Nov., 1861	$45,820
Do. do. do. 1860	30,599
Increase	$15,221
Toll received Nov. 1861	$628,854
Do. do. 1860	411,559
Increase	$217,295
Toll received from May 1 to Dec. 1,'61	$3,902,700
Toll received from April 25 to Dec. 1, 1860	3,005,362
Total increase	$897,338

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. Brandt, Broker, No. 39 Exchange-place, for the steamer of December 14, were as follows:

London—60 days' sight	109⅜ per cent.
London—3 days' sight	110¼ "
Paris—60 days' sight, per dollar	5f. 15½c.
Paris—3 days' sight, per dollar	5f. 17½c.
Amsterdam—60 days' sight, per guilder	41⅜c.
Hamburg—60 days' sight, per marc banco	36⅜c.
Frankfort—60 days' sight, per florin	41⅝c.
Bremen—60 days' sight, per rix dollar	79⅜c.

Movement of Produce from Montreal.

The exports of produce from Montreal for three years, up to Nov. 28, have been as follows:

	Nov. 28,'61.	Nov. 29,'60.	Nov. 30,'59.
Flour, bbls.	651,945	276,967	101,806
Wheat, bush.	5,910,641	1,636,906	58,005
Corn, bush.	1,453,815	24,387	8,015
Oats, bush.	341,101	206,732	12,600
Oatmeal, bbls.	33,463	20,945	358
Peas, bush.	1,646,893	1,297,110	294,190
Butter, kegs	55,122	32,031	12,999

This statement shows that a large amount of grain grown in the Western States goes to Europe through the public works of Canada.

La Crosse and Milwaukee Railroad.

We learn that the La Crosse and Milwaukee Land Grant Bond case came up before Judge Miller on the 1st of December, both interests being represented. Judge Miller stated that the case had been differently presented to him from what it had been before, and more fully and elaborately argued; and that he should take till the next term of the Court to consider the case and prepare his decree. It was claimed on the part of the high numbers that the most of the Helfenstein bonds were issued and paid for by unlawful and corrupt considerations. It seems that the case has not yet been decided, and that any plan of compromise is altogether premature.

Springfield, Mt. Vernon and Pittsburg R. R.

We understand that this road—better known, perhaps, as the "Delaware Cut-off"—has been recently purchased by parties in the interest of the Cleveland, Columbus and Cincinnati Railroad Company, by which it is to be put in order and operated as a feeder to the main line. It is 50 miles in length, extending from Delaware to Springfield, connecting at the latter place with the Little Miami Railroad.

Chicago, Alton and St. Louis Railroad.

This road, under the energetic and judicious management of Mr. James Robb, has become one of the most important and popular thoroughfares of the West. Within the past eighteen months nearly half a million of dollars have been expended in permanent renewals. Every important bridge has been rebuilt (including two long bridges over the Kankakee and Sangamon rivers,) fourteen new locomotives have been added to the equipment of the road, and the earnings for the current year will reach nearly $1,100,000.—*Chic. Tribune.*

Report of the Secretary of the Treasury.

We have before us the report of Mr. Secretary Chase. The length of the document prevents our publishing it entire. We give therefore only the prominent portions of it. It deals with a subject of vital interest to the American people, and is to be commended for its clear exposition of the present condition and future prospects of the National Treasury. The estimates for the current fiscal year ending June 30, 1862, are as follows:

EXPENDITURES.

Expenditure for first quarter	$98,239,733
Estimated expenditure for second, third, and fourth quarters, according to acts of extra sesson	302,035,761
Additional appropriations now asked for	143,130,928
Total	$543,406,422

REVENUE.

Ordinary revenue from customs, etc	$36,609,731—	
Do. do. direct tax	20,000,000	
Borrowed already	197,242,588	
Balance of loans authorized	75,449,675	
Deficit	213,904,428—	$543,406,422

The estimated expenditures may be reduced somewhat by retrenchments in the various departments of service, and by the fact that certain portions of the public debt falling due may not be called for; so that it is probable that the amount to be raised to carry the government through the war will not exceed $200,000,000.

With regard to the wants of the government for 1862-3, no reliable estimate can be made. Assuming, however, that the war will continue, Mr. Chase estimates that the expenditures for

1862–3 will amount to $475,331,245, as follows:

For the civil list, including foreign intercourse and miscellaneous expenses other than on account of the public debt		$23,086,971 23
For the Interior Department (Indians and pensions)		4,102,962 96
For the War Department		360,150,986 61
For the Navy Department		45,164,994 18
For the public debt—		
Redemption	$2,883,364 11	
Interest on debt contracted before July 1, 1862	29,932,696 42	
Interest on debt to be contracted after 1st July, 1862	10,000,000 00—	42,816,330 53
Making an aggregate of estimated expenditures of		$475,331,245 51

On the other hand the estimated receipts are:

From customs, lands, & ordinary sources	$45,800,000 00	
From direct tax	20,000,000 00	
From internal duties, includ'g income tax	30,000,000 00—	
Making an aggregate of estimated receipts of		95,800,000 00
And leaving a balance to be provided for of		$379,531,245 51

The whole amount required from loans may, therefore, be thus stated:

For the fiscal year 1862, under existing laws	$75,449,675 00
For the fiscal year 1862, under laws to be enacted	200,000,000 00
For the fiscal year 1863, also under laws to be enacted	379,531,345 51
Making an aggregate of	$654,980,920 51

Upon the above basis the progress of the national debt will be as follows:

On the 1st of July, 1860, it was	$64,769,703
On the 1st of July, 1861, it was	90,867,828
On the 1st of July, 1862, it will be	517,372,802
On the 1st of July, 1863, it will be	897,372,802

The war, consequently, is costing us something like $450,000,000 annually. To meet these expenditures, loans will have to be the chief resort—the income from ordinary sources of revenue being estimated at only $56,809,731 for 1861–2, and $95,800,000 for 1862–3. Of these, customs and lands are estimated to produce $36,809,731 for the present, and $45,800,000 for the fiscal year ending June 30th, 1863. The direct and income tax will produce, it is estimated, $20,000,000 for the present year. To these sources a tax, or excise duty, is recommended upon stills, distilled liquors, tobacco, bank notes, carriages, legacies, paper evidence of debt, transfers of property, etc., etc., raising the $20,000,000 to $50,000,000 for 1862–3.

From the commencement of the fiscal year to the date of Mr. Chase's report, loans had been negotiated and notes issued to the amount of $197,242,588, as follows:

Two year notes	$14,019,035
Sixty day notes	12,877,750
Three year bonds bearing 7 3-10 per ct. int.	100,000,000
Twenty " " 6 " "	45,795,478
Demand Treasury notes	24,550,325
	$197,242,588

The twenty years six per cent. loan was for $50,000,000. Only the amount realized is given in the above table. It was sold at a rate that would yield 7 per cent. interest, or 89 32-100. No portion of this loan has been paid. It will not be called for, probably, before the last of January.

The treasury being abundantly supplied for the present, ample time can be taken in which to decide the policy to be adopted in the future. Mr. Chase is evidently disposed to close his arrangement with the Banks, and presents two alternatives for the government—that it should create a currency by an issue of Treasury notes, or by making the bonds of the government as basis of circulation under a system of Free Banking, applicable to any part of the country. For this purpose the Bills of Banks now in circulation, are to be retired by a tax upon them or other legal restrictions. In reference to this subject we copy the following from Mr. Chase's Report:

The first of these plans was partially adopted at the last session of Congress in the provision authorizing the Secretary to issue United States notes, payable in coin, to an amount not exceeding fifty millions of dollars. That provision may be so extended as to reach the average circulation of the country, while a moderate tax, gradually augmented, on bank notes, will relieve the national from the competition of local circulation. It has been already suggested that the substitution of national for a state currency, upon this plan, would be equivalent to a loan to the government without interest, except on the fund to be kept in coin, and without expense, except the cost of preparation, issue, and redemption; while the people would gain the additional advantage of a uniform currency and relief from a considerable burden in the form of interest on debt. These advantages are, doubtless, considerable; and if a scheme can be devised by which such a circulation will be certainly and strictly confined to the real needs of the people, and kept constantly equivalent to specie by prompt and certain redemption in coin, it will hardly fail of legislative sanction.

The plan, however, is not without serious inconveniences and hazards. The temptation, especially great in times of pressure and danger, to issue notes without adequate provision for redemption; the ever present liability to be called on for redemption beyond means, however carefully provided and managed; the hazard of panics, precipitating demands for coin, concentrated on a few points and a single fund; the risk of a depreciated, depreciating, and finally worthless paper money; the immeasurable evils of dishonored public faith and national bankruptcy; all these are possible consequences of the adoption of a system of government circulation. It may be said, and perhaps truly, that they are less deplorable than those of an irredeemable bank circulation. Without entering into that comparison, the Secretary contents himself with observing that, in his judgment, these possible disasters, so far outweigh the probable benefits of the plan that he feels himself constrained to forbear recommending its adoption.

The second plan suggested remains for examination. Its principal features are, (1st) a circulation of notes bearing a common impression and authenticated by a common authority; (2d) the redemption of these notes by the associations and institutions to which they may be delivered for issue; and (3d) the security of that redemption by the pledge of United States stocks, and an adequate provision of specie.

In this plan the people, in their ordinary business, would find the advantages of uniformity in currency; of uniformity in security; of effectual safeguard, if effectual safeguard is possible, against depreciation; and of protection from losses in discounts and exchanges; while in the operations of the government the people would find the further advantage of a large demand for government securities, of increased facilities for obtaining the loans required by the war, and of some alleviation of the burdens on industry through a diminution in the rate of interest, or a participation in the profit of circulation, without risking the perils of a great monopoly.

A further and important advantage to the people may be reasonably expected in the increased security of the Union, springing from the common interest in its preservation, created by the distribution of its stocks to associations throughout the country, as the basis of their circulation.

The Secretary entertains the opinion that if a credit circulation in any form be desirable, it is most desirable in this. The notes thus issued and secured would, in his judgment, form the safest currency which this country has ever enjoyed; while their receivability for all government dues, except customs, would make them, wherever payable, of equal value, as a currency, in every part of the Union. The large amount of specie now in the United States reaching a total of not less than two hundred and seventy-five millions of dollars, will easily support payments of duties in coin, while these payments and ordinary demands will aid in retaining this specie in the country at a solid basis both of circulation and loans.

Mr. Chase's arguments are nothing more than recommendations to Congress. As the wants of government are fully supplied for some time to come, by loans already negotiated, there will be ample season for deliberation. We can see no good reason why Mr. Chase should terminate his relations with the Banks, which, according to his own admission, have worked admirably, and supplied the government with all the money needed, and without creating any disturbance in business circles. It strikes us that it would have been better to have held on to an arrangement that worked well, rather than to resort to new expedients, the success of which is at least, problematical. Why not let "well enough" alone? There has been no lack of money wherewith to carry on the war. There need be none, with a discrete management of our affairs. The country was never before so rich or strong. The effect of the expenditures going on are creating an inflation quite fast enough. We do not believe Congress will sanction any proposition to have government supply a currency for the country, either by an issue of Treasury notes, or by making government securities a basis for Banking. We think that other important changes will be made in the recommendations of Mr. Chase, by increasing largely the local and direct taxes. England raises $350,000,000 by taxes and imposts, when we propose to raise only some $90,000,000. The amount required for the war can undoubtedly be readily had in loans, but these should be only availed of as a last resort.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,109	37,866	—	—
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	26,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,451,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	6	—
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793.850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	—
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	—
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810 500	319,444	4,323,922	122.4	254,906	359,147	149,477	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,876	354,136	14	136
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,088	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	—
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	—	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	5,717,523	117.4	579,659	925,075	325,578	....	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,006	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	76,672	—	—
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	—
								FLORIDA.													
.. .. '59	154.2	—	....	—	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	80,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	—
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,890,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	— —	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	———	138.0	.....	832 343	454,547	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,961	994,569	225,786	18m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	....	58½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,666	139,822	—	—
Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,098,934	309,567	3½	53½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	.....	10,469,355	261.3	792,029	1,462,752	652,260	....	71½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	0 6,208	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,196,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	61½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,036,616	741,040	8,865,252	208.3	.....	823,767	.....	—	—
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	—
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,061	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Mar. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84.0	.....	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	—
31 Dec. '60	86.0	49.0	....	—	23	—	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	—
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,581	73.0	.....	404,599	232,773	10	—
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	—
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	—
31 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	—
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	....	—	}	12	10	165	} Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	...	....	—	}				} Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,260	269.0	613,803	716,478	371,122	—	—
.. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	758,774	.....	—	—
Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,288,015	248.969	108,434	1,710,819	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	----
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	----	----
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	----
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	----
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	97½
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	----
31 May,'59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	43
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	106½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,600,000	—	47,580	5,827,567	83.7	525.954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	76
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	2,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	57½
30 Nov. '60	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	100½
30 Nov. '60	14.0	2.4	—	—	3	3	87	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	87,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	----
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	112
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,635	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	----
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	----
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	113
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	62
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	----
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- --	--	—	.....	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
-- --	--	—	.....	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,437,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,189	3	49½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	18½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	----
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,842	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	891	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- --	--	—	—	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	.....	—	—	—	—	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,162,781	53.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	84.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	52
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492.500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	600,000	126,000	—	—	1,488,121	—	.....	—	—	—	—	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	116
31 Dec. '60	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	----
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,000	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	89	Black River and Utica	1,156,289	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,576	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.			24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.			30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	37½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	78½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	32
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.				—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,758	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,660	160,000	19,980	—	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.				5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,118	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	16,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,287	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	*	oper. by Hud. River.				6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	oper. by other Co's.				—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,296	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,065,799	580,621	10	100
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	389 849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	15½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493.956	—	38½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. by r. w. Lit. Miami.			170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	37	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,066	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	32,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,187	138.0	637,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,000	2,613,384	140,906	5,523,135	205.9	462,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,568,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	8,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,600	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	—	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	65
30 Nov. '59	36.3	—	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. by Buf. & S. L.				10	—
31 Aug. '60	36.9	18.6	—	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	—	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	—	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.				—	19
31 Dec. '60	20.0	—	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	—	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	—	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471 462	55.7	5 mos.	176,047	91,399	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	—	Pennsylvania	23,581.158	3,065 289	3,474 546	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,512	5,932,701	2,296,402	—	38
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	—	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	—	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,545,929	12,008,160	—	24,353,896	151.4	—	3,312,546	1,625,985	—	17
31 Dec. '59	28.0	—	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	—	Phila., Wilmington and Balt.	7,800,000	*	—	5,000.000	2.300.000	—	—	200.5	48,677	1,236.597	471,712	6½	41½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	----	Schuylkill Valley	573,616	*	—	573,616	----------	----------	573,616	24.5	----------	24,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	692,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.														
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	276,800	----------	----------	62.0	240,442	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	24,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,543	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.														
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	---	---	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,284	6	----
1859	----	—	----	—	---	---	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,563	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.														
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,319	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.														
31 Aug. '59	41.3	—	----	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,183	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,630	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345.427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	747,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	---	---	----	*Milwaukee and Minnesota*	----------	----------	----------	10,872.000	10,414,066	966,587	22,282,653	199.8	----------	492,464	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	19
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 1,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.														
31 July '59	158.5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----------	----------	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.														
31 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4 451,012	108 0	193,633	116,225	41,985	—	----
30 July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.														
— — '59	61.5	—	----	60.1	----	---	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.														
— Dec. '60	48.7	—	----	—	---	---	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----------	1,550,873	1,936,131	12	114½

New York Stock Exchange.

Highest Sale Prices for the week ending Dec. 11.

	Th.5	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Federal Stocks:—						
U. S. 5s, 1871	83	----	83	----	----	----
U. S. 5s, 1874	----	82½	82¾	83	----	83
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	89¾	90	----	----	90
U. S. 6s, 1881, cou.	93½	93	----	93	93¼	93
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	88	----	----	----	88	----
U. S. 6s, 1868	----	----	97	97	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	----	----
State Stocks:—						
California 7s	82	81½	----	82	----	----
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	83	----	82½	80	82½	----
" Canal bonds	79½	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	70	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	51	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	40½	40	40	42½	41	40½
Do. iss. to H. & St. J. R.	48	----	48	----	----	----
New York 6s, 1872	105	----	----	----	----	----
North Carolina 6s	60	----	60	59½	59½	59
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	41½	41½	43	45	43½	43
Virginia 6s	48½	48	----	----	----	48½
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	114
Chicago, Burl. and Q.	----	----	----	60	----	58½
Chicago and Rock Isl.	53¼	52½	53	54½	54	53½
Clev., Col. and Cin.	----	100	----	100	----	----
Clev. and Pittsburg	16½	17	16½	16¾	16	15½
Clev. and Toledo	32½	32½	32¾	34¼	33⅝	33½
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	70¾	70	70⅞	71¼	----	----
Hudson River	37	36⅞	37⅛	38⅛	37⅜	37⅛
Illinois Central (scrip)	60½	60½	----	62	61½	61⅜
Michigan Central	48¼	48¾	48⅞	50¼	49¾	49⅜
M. S. and N. I. guar'd,	36⅛	36⅜	----	39⅜	38¼	38¼
M. S. and N. I.	----	17¼	17⅜	18½	----	18½
Mil. and P. du Chien	19	19	19	19¼	19¼	19
M. and P. du C. 1st pref.	----	----	----	----	76	----
M. and P. du C. 2d pref.	----	----	----	----	60½	----
New Jersey	----	----	----	----	----	----
New Jersey Central.	----	----	----	----	----	----
New York Central	77⅛	77⅛	78	79⅜	78⅞	78⅝
Erie	31	31	31½	33	32⅜	32
Erie pref.	----	----	53	54⅜	53½	53½
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12	12	12	12½	12¼	12¼
N. Y. and H. "pref."	29¼	----	30	31	30⅛	29½
Panama	110	111	111½	114¼	114¼	114½
Phila. and Reading	----	----	----	----	34	33⅜
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Ohio. and N. W. 1st M.	----	38½	38½	----	38¾	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	80½	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	76¾	----	----	----	77
Chi., Bur. and Q. 8 p.c.	----	93½	----	94	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	96	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	99	98¾	100	98¾	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Haun. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '66	----	----	105	105	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	75½	----	----	----	----	77
" sink. fund.	----	----	----	----	----	----
Illinois Centr. 7 p.c. '77	89½	----	87½	88	----	----
" " 6 p.c. '75	89½	----	87½	88	----	----
L. Erie & Wab. 1 M.	----	----	----	----	----	72½
" " 2 M.	----	45	----	----	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	91½	91¾	----	92	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	59¾	----	----	----	59	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	----	91	----
" 1 M. 7 p.c. '64	101	----	----	----	----	----
" bonds 1876	----	----	----	101	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	96½	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	78	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	----	82x	----	----	----	----
Penn's Coal Co.	----	----	----	----	78	78
Pacific Mail S. S. Co.	85½	85	86	91	88½	87½

The following are the closing prices in the London Market on the 27th November:

United States 5s, 1874	76	to	78
Virginia 6s	45	"	47
Erie shares, ex assessement scrip	27	"	28
Erie shares, 7 per cent. preference	49	"	51
Erie shares, assessement scrip	1¾	"	2
Illinois Central 6s, 1875 x. c.	76	"	78
Illinois Central 7s, 1875	80	"	81
Illinois Central $100 shares, $80 paid, dis.	41	"	40
Illinois Central, all paid	58	"	60
Michigan Central 8s, Convertible, 1869	83	"	85
Michigan Central Sinking Fund 8s, 18>2 x. c.	85	"	87
Michigan South. and North. Indiana 7s, 1885	--	"	--
New York Central 6s, 1883	82	"	84
New York Central 7s, 1864	91	"	93
New York Central 7s, 1876	91	"	93
New York Central 7s, 1876	91	"	93
New York Central $100 shares	70	"	72
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	88	"	90
New York and Erie, 3d mort., '83, assented	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872 x.c.	97	"	99
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 Shares	30	"	35
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, December 14, 1861.

Share and Money Market.

The Share Market the past week has been a very excited one, with large fluctuations. For the first part of the week it was dull, with a declining tendency. On Monday it reacted with a good deal of vigor, and again fell off rapidly under the receipt of the foreign news by the *Hansa*. The capture of Messrs. Slidell and Mason appears to have created much excitment in Liverpool and London, and caused a fall in consols of a half per cent., and a much larger decline in American securities. We do not think there is much apprehension on this side that the affair will lead to any permanent difficulties between the two countries, but it is natural that the Stock Market here, should be even much more largely affected than in England. In other respects the condition of affairs is favorable. Money continues to be very abundant. Exchange is dull with but little doing. The closing of the canals, impairing an ability to export breadstuffs, may have a tendency before long to put up rates.

The Cleveland and Pittsburg Railroad Company are prepared to pay the interest now due on all their mortgage bonds. The coupons may be presented at the office of the company in Cleveland, or at No. 25 William Street, New York, to H. C. Kingsley.

The Chicago and Rock Island Railroad Company have declared a dividend of three per cent. on the capital stock of the company, payable at their office in New York, on the 20th of December, instant.

Public notice is given by the Treasurer of the State of Illinois that he will, on and after the first Monday of January, 1862, until the 6th day of February, 1862, be ready at the American Exchange Bank, New York, to pay the interest maturing on the first Monday of January, 1862, on the public debt of the State of Illinois. The interest then due and not called for prior to the 6th day of February will hereafter be paid only at the office of the Treasurer of the State of Illinois, in Springfield, Illinois. Holders of Illinois and Michigan Canal bonds, where coupons are exhausted, are required to present the bonds.

On the 23d ult., the Little Miami Railroad Company declared a dividend of four per cent., payable on the 2d inst., at the office of the Treasurer in Cincinnati. By order of the Executive Committee Eastern stockholders may receive the above dividend in New York funds, on and after the 24th December. On their request, to that effect, addressed to the Treasurer, a check will be forwarded by mail or otherwise as may be desired.

The Stocks of the State of New York, 6 per cents., due the 1st of January, proximo, are cashed at the New York State Bank, Albany, in New York Exchange, at par, and accrued interest from Oct. 1.

John B. Jervis, Esq., has been appointed General Superintendent of the Pittsburg, Fort Wayne and Chicago Railroad.

Judgment has been rendered in the Montreal Superior Court, by Judge Monk, in the action, "Morrison agt. Grand Trunk Railway Company." The *Pilot* says: "The nomination of a receiver to the road was refused, as not warranted by law, nor proved to be necessary as a remedy to preferential creditors." The *Witness* says: "The appointment of a *sequestre* or receiver, to work the railway and receive its revenues, was refused, the Hon. Judge holding that the law of Lower Canada does not saction the sequestration of the property of a corporation, incorporated by act of Parliament. Notes of the judgment were handed by the Judge to Counsel, and the decision will doubtless be reported at length."

The authorities of Alleghany and Pittsburg, Pennsylvania, have at last settled with their creditors. They have agreed that the old bonds be exchanged for new ones, to bear 4 per cent. interest, the arrearages now due to be thrown off. The new bonds are to be irredeemable, except by a sinking fund of $4,000 annually. The City Councils have passed ordinances ratifying the settlement.

The Milwaukee and Prairie du Chien Railway Company intends building, next spring, a large grain elevator, with a storage capacity of 250,000 to 300,000 bushels. This is rendered necessary by the largely increasing business of the road.

Cleveland and Pittsburg Railroad.

The fiscal year of this company closed on the 30th ult. The gross traffic is understood to be, in round numbers $1,120,000. The operating expenses during the same time have been $620,000; rent, $85,000; current interest $225,000; arrearages of interest paid $100,000—leaving a surplus of $90,000. The first three months of the past fiscal year, commencing with December last, were adversely affected by the political troubles of the country, yielding only $191,000. For the present year they are expected to yield $300,000—securing a result for the year of $1,200,000. The estimated expenses for 1862 are $660,000; rent, $85,000; current interest $293,000—leaving a surplus of $162,000, or over 4 per cent. on a capital stock of $3,845,000. The following will show the earnings and per centage of expenses during the past in comparison with those of the four proceeding years:

	Gross earnings.	Percentage of expenses, repairs, & new work.
Year ending Nov. 30, 1857	$ 740,000	57
" Nov. 30, 1858	772,000	60
" Nov. 30, 1859	906,000	53
" Nov. 30, 1860	1,021,000	66
" Nov. 30, 1861	1,120,000	56

Colorado Territory.

According to an act of the Territorial Legislature, approved by Governor Gilpin on the 6th November, 1861, the territory is to be divided into seventeen counties, the names of which and the capitals thereof are as follows:

Counties.	*County Seats.*
Castilla	San Miguel.
Guadaloupe	Guadaloupe.
Hueropano	Autubes.
Pueblo	Pueblo.
Fremont	Canon City.
El Paso	Colorado City.
Douglas	Frankstown.
Arapahoe	Denver City.
Weld	St. Vrain.
Larimer	La Porte.
Boulder	Boulder.
Jefferson	Golden City.
Clear Creek	Idaho.
Gilpin	Central City.
Park	Tanyall City.
Lake	Oro City.
Summit	Parksville.

The Territorial Capital is Colorado City, near Pikes Peak.

Railroad Earnings--Weekly.

The earnings of the St. Louis, Alton and Chicago Railroad for the 4th week in Nov., were:

	1861.	1860.
Passengers	$4,753 80	$4,640 70
Freight	11,123 48	7,326 15
Sundries	815 33	785 84
Total	$16,692 61	$12,752 69
Increase	3,939 92	
Total this month to date	$83,184 68	$74,205 16
Total since Jan., 1st	923,126 19	874,158 25

The earnings of the Michigan Central Railroad, for the 4th week in Nov., 1861, were $73,417 86
Do. 1860 49,326 35
Increase $24,091 51

The earnings of the Galena and Chicago Railroad the 1st week in Dec., 1861, were $25,117
Do., 1860 25,537
Decrease $420

The traffic of the Great Western Railway of Canada for the week ending Dec. 6, 1861, was as follows:

Passenger	$16,100 68
Freight and live stock	33,770 14
Mails and sundries	1,599 39
Total	$51,470 21
Corresponding week of last year	40,004 38
Increase	$11,465 83

The receipts of the Grand Trunk Railway of Canada for the week ending Nov. 30, were $91,994 58
Corresponding week, 1860 75,033 14
Increase in 1861 $16,961 44
Total traffic from July 1st, 1861 $1,598,860 84
Corresponding period previous year 1,525,655 45
Increase $73,205 39

The Cleveland and Toledo Railroad earned the 1st week in December, 1861 $22,840
Do., 1860 19,787
Increase $3,053

The Rock Island Railroad earned the 1st week in December, 1861 $22,434
Do., 1860 19,422
Increase $3,012

Railroad Earnings--Monthly.

The earnings of the New York Central Railroad for October and November, 1860 and 1861, were as follows:

	1860.	1861.	Increase.
October	$811,457 62	$926,980 41	$115,522 79
November	730,736 93	951,120 86	220,383 93
Total	$1,542,194 55	$1,878,101 27	$335,906 72

The earnings for November are partly estimated. They are the largest earnings of the road in any one month.

The statement of the Illinois Central Railroad for November is as follows:

Land Department.

Acres Construction Lands sold	6,752.20 for	$94,910 04
Acres Interest Fund L'ds sold	289.56 "	3,090 24
Acres Free Lands sold	2,263.01 "	33,633 08
Total sales during the month	9,304.85 for	$131,633 36
To which add Town Lot sales		499 70
Total of all		$132,133 06
Acres land sold since Jan'y 1, 1861	94,962.19 for	$1,432,683 67
Acres sold prev'sly (net sales)	1,245,930.80 for	17,448,534 52
Total	1,440,892.99 for	18,881,218 19
Construction bonds canceled previous to November 30		$2,011,000 00
Collections in November on Construction bond account		54,500 00
Collection in October for free land and interest account		34,168 77
Total collections in Nov. 31, 1861		2,099,668 77

Traffic Department.

Receipts from Passengers	$72,513 90
" Freight	149,051 75
" Mails	6,358 34
" Rent of road	5,333 33
" Other sources	2,626 50
Total receipts for November, 1861	$235,883 82
Do. do. 1860	243,163 64
Total receipts since Jan'y 1, 1861	$2,609,008 60
Total receipts in corresponding period of 1860	2,439,652 72
Increase	$169,355 88

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,461,740.

	Traffic.	Working Expenses.	Balance.
1856	$2,434,587.59	$1,444,546.19	$990,041.40
1857	2,293,964.57	1,791,231.14	502,733.43
1858	1,976,588.53	1,419,954.80	556,623.73
1859	2,114,448.98	1,489,579.52	624,869.46
1860	2,721,590.94	1,693,403.30	1,028,187.64

The Chicago and Northwestern Railroad earned in November as follows:

Passengers	$31,547 18
Freight	47,109 49
Express	807 03
Mail	1,695 83
Total	$81,159 53
Corresponding month, 1860	74,331 29
Increase	$6,828 24

The earnings of the Michigan Central Railroad for November, 1861, were $242,089 13
Do., 1860. 196,182 27
Increase $45,906 86

The receipts of the New York and Harlem Railroad for November, 1860, were $97,379 05
November, 1861 91,526 85
Decrease $5,852 20

The earnings of the Buffalo, New York and Erie Railroad for November were:

	1861.	1860.
Passengers	$12,408 85	$10,079 40
Freight	64,144 56	47,957 67
Other sources	2,500 00	2,659 08
Total	$79,053 41	$60,695 15
Decrease		$18,358 26

The November earnings of the Chicago, Burlington and Quincy Railroad were:

	1860.	1861.
Freight	$78.900 91	$123,652 56
Passengers	30,046 56	21,861 88
Mails and miscellan's.	2,528 64	3,826 34
Total	$111,476 11	$149,340 78

Between Chicago and Burlington—210 miles:

	1860.	1861.
Freight	$92,484 53	$146,710 05
Passengers	35,722 91	25,719 85
Mails and miscellan's.	2,899 65	4,190 84
Total	$131,107 09	$176,620 74

Between Galesburg and Quincy—100 miles:

	1860.	1861.
Freight	$20,437 39	$21,564 95
Passengers	10,648 07	6,564 19
Mails and miscellan's.	2,309 68	848 83
Total	$3,395 14	$28,977 97

Aggregate for 310 miles:

	1860.	1861.
Freight	$112,921 92	$168,275 00
Passengers	46,370 98	32,284 04
Mails and miscellan's.	5,209 33	5,039 67
Total	$164,502 23	$205,598 71
Increase		$41,096 48

The November earnings of the La Crosse and Milwaukee Railroad Company were $116,935.

British Iron Trade with the U. S.

The Board of Trade returns continue to afford painful evidence of the disastrous effects of the American war upon the commerce of this country, Our exports for the month of September last, as compared with those for the corresponding period of last year, show a falling off of no less than £2,426,248. The decrease in cotton manufactures is £1,457,932; in cotton yarn, £227,904; in linen manufactures, £206,838; in linen yarn, £68,661. Woollen manufacturers also exhibit a falling off, but in woollen worsted yarn, the figures show an improvement to the extent of about £50,000. The value of steam and other machinery exported presents little change, while all the chief items under the head "metals" show a serious decrease. Silk manufactures and yarn also appear on the unfavorable side. For the nine months, the decrease in the value of our exports is £7,929,014.

We subjoin a statement of the total declared value of the exports of British and Irish produce and manufactures during the month and nine months in the last two years:

	For the month.	For nine months.
1860	£13,646,454	£101,724,346
1861	11,220,206	93,795,332

The hardware and cutlery trades have been amongst the chief sufferers from the falling-off of the American trade, the value of the exports of last month showing a decline, as compared with last year, from £388,423, to £275,445, notwithstanding an increased exportation to France, the Hanse Towns, Anstralia, South Africa and Brazil. In plate and plated wares, jewellery and watches, however, there was an increase, the value being £49,761, against £44,884, in the corresponding period of last year. The earthenware and glass trades have suffered still more severely than those

of hardwares and cutlery, the exports of the former amounting to only £92,459, against £161,957, though the shipments to India, Australia, and Brazil show an increase, and those of the latter declining from £56,782, to £47,193, the decrease extending to all except plate glass. Machinery, in which little or no business is done on American account, continued to flourish, the total value of the exports being £350,422, against £342,708 in the corresponding period of last year; but steam engines were not in so much demand, except in India, and there was a diminution of the exports of other machines to Russia, Spain, and the Hanse Towns.

Iron has been exported as follows:

	Month ending 30th Sept.		Nine mos. ended 30th Sept.	
	1860.	1861.	1860.	1861.
	Tons.	Tons.	Tons.	Tons.
Pig Iron.				
To Prussia	1,809	1,955	14,615	20,122
Holland	5,346	5,788	33,450	43,072
France	3,078	9,797	45,538	79,649
United States	10,416	150	59,552	29,950
Other countries	11,936	12,457	97,510	120,026
Total	32,585	30,147	250,665	292,819
Bar, Bolt and Rod Iron.				
To Hanse Towns	367	791	5,538	5,136
Holland	737	443	5,820	6,757
France	423	1,690	4,814	11,560
Sardinia	1,504	1,838	7,880	12,526
Naples and Sicily	1,220	1,613	9,924	12,205
Turkey	250	96	8,384	2,834
United States	10,033	842	70,082	19,845
Brit. N. America	2,168	1,921	17,016	20,920
" East Indies	4,395	3,342	25,749	34,360
Australia	970	767	9,704	6,470
Other countries	8,441	6,662	69,903	59,722
Total	30,508	20,005	234,814	192,335
Railway Iron.				
To Russia	6,158	2,671	30,336	22,888
Sweden	1,025	799	1,906	9,299
Prussia	65	2,573	2,045	6,059
Hanover	....	7	527	3,122
Holland	....	407	1,205	2,624
France	....	3,786	26	10,696
Spain	4,843	1,405	44,846	35,623
Austr'n Territories	84	....	4,712	651
United States	13,168	613	97,844	26,853
Cuba	1,515	....	5,401	2,925
Brit. N. America	73	10	8,404	4,698
" East Indies	9,529	9,147	91,263	92,531
Australia	809	2,400	17,603	23,581
Other countries	5,800	11,590	43,462	72,469
Total	43,068	35,408	349,580	314,019
Cast Iron.				
To Egypt	6	40	26	213
United States	60	7	890	1,203
Cuba	290	9	2,043	1,242
Brazil	351	931	1,998	4,807
Brit. East Indies	1,546	775	12,960	8,839
Australia	675	570	9,204	4,127
Other countries	2,174	5,135	33,487	34,062
Total	5,102	7,467	60,608	53,993
Wrought Iron.				
To Russia	1,718	874	8,402	7,621
Prussia	762	1,370	5,242	7,884
Hanse Towns	513	622	5,179	4,895
Holland	994	1,633	7,668	9,537
Spain	809	943	7,449	5,658
United States	5,424	606	32,503	9,928
Brit. N. America	2,665	1,430	12,818	12,976
" East Indies	1,638	2,436	22,749	21,231
Australia	935	1,354	14,252	9,366
Other countries	6,196	5,876	46,508	52,425
Total	21,654	17,144	162,770	141,521
Steel.				
To United States	2,441	405	15,461	6,503
Other countries	893	1,269	7,467	9,468
Total	3,334	1,674	22,928	15,971

The falling off in the exports of pig iron was due entirely to the smallness of the orders from the United States, the value of the shipments to that country being only £380, though in former years they were our best customers. The exports to other countries increased, France taking three times the quantity exported to that country in the corresponding period of last year. In bar iron the decrease extended to the exports to Holland, Turkey, India, Australia, and Canada; whilst the shipments of railway iron were diminished not only by the smallness of the exports to the United States, but also by the entire absence of orders from Cuba, and the falling off of the demand from Russia, Sweden, and Spain. The decline in cast iron was general, except in the exports to Egypt and Brazil. The exports of wrought iron to Russia and Canada fell off nearly one-half and to the United States seven-eighths; but to all other countries they increased. In the copper and yellow metal trades, which have hitherto been active, the decline was general. There was an increased export of tin plates to India and Australia; but the value of the shipments to the United States fell from £99,349, to £18,623, as compared with the corresponding month of last year.—*London Colliery Guardian, November 2.*

Extract from the Report of the Secretary of the Navy.

When the vessels now building and purchased, of every class, are armed, equipped, and ready for service, the condition of the navy of the United States will be as follows:

OLD NAVY.

Num. of Vessels.	Guns.	Tons.
6 Ships-of-line	504	16,094
7 Frigates	350	12,104
17 Sloops	342	16,031
2 Brigs	12	539
3 Store-ships	7	342
6 Receiv. ships, etc.	106	6,340
6 Screw frigates	222	21,460
6 1st cl. screw-sl'ps	109	11,953
4 1st class side-wh'l steam sloops	46	8,003
8 2d cl. screw-sloops	45	7,693
5 3d cl. screw-sloops	28	2,405
4 3d class side-wh'l steamers	8	1,808
2 Steam tenders	4	599
76	1,783	105,271

Making a total of 264 vessels, 2,557 guns, and 218,016 tons. The aggregate number of seamen in the service on the 4th of March last was 7,600. The number is now not less than 22,000.

PURCHASED VESSELS.

Num. of Vessels.	Guns.	Tons.
36 Side-wh'l steam'rs	166	26,680
43 Screw steamers	175	20,403
13 Ships	52	9,998
24 Schooners	49	5,324
18 Barks	78	8,432
2 Brigs	4	460
	518	71,297

VESSELS CONSTRUCTED.

14 Screw sloops	98	16,787
23 Gunboats	92	11,661
12 Side-wheel steam.	48	8,400
3 Iron-clad steam'rs	18	4,600
	256	41,448

Minnesota and Pacific Railroad.

The Minnesota and Pacific Railroad which passes from Wisconsin through St. Cloud to the Red River of the North, is graded up until within twelve miles of this point, and but for the war would have been finished and cars running by Jan. 63. That most important part, from St. Paul to St. Anthony will be running by Jan. 62. On our first page is an account of its first train and as the grading is done, the ties and rails there, this iron link between the navigable waters above and below St. Anthony's Falls will quickly be made.

Last winter a railroad was chartered from the head of Lake Superior to the Mississippi, leaving it to the company building, to select the point at which it shall reach the river. The Hudson Bay trade and the immense produce export from this part will doubtless bring it to St. Cloud. Much of our wheat now goes to Superior via Chicago and Milwaukee, traversing some two thousand miles when the distance is, 150.—*St. Cloud Democrat.*

Foreign Dry Goods Trade.

Imports of Foreign Dry Goods at New York for the month of November.

	1859.	1860.	1861.
Entered for consumption:			
Manufactures of Wool	$1,835,208	$1,465,422	$1,351,293
" Cotton	939,067	448,431	160,602
" Silk	1,406,923	1,441,427	314,500
" Flax	664,648	405,283	258,483
Miscellaneous Dry Goods	356,420	435,265	76,600
Total ent. for consumption	$5,199,066	$4,195,828	$2,161,478
Entered for warehousing:			
Manufactures of Wool	1859. $348,028	1860. $845,954	1861. $154,447
" Cotton	349,168	242,843	53,102
" Silk	150,660	212,428	101,191
" Flax	97,385	353,247	23,913
Miscellaneous Dry Goods		116,252	12,603
Total warehouse entries	$1,025,902	$1,601,729	$345,448
Add consumption entries	5,199,066	4,195,328	2,161,473
Total entered at the port	$6,224,963	$5,797,556	$2,506,926

Imports of Foreign Dry Goods at New York for 11 months from January 1.

	1859.	1860.	1861.
Entered for consumption:			
Manufactures of Wool	$31,627,415	$29,297,399	$9,619,437
" Cotton	20,579,673	13,588,867	3,130,269
" Silk	30,038,842	31,761,340	8,000,373
" Flax	9,360,326	7,983,366	3,130,269
Miscellaneous Dry Goods	5,294,699	5,725,000	1,856,397
Total ent. for consumption	$90,921,255	$86,616,713	$24,589,851
Entered for warehousing:	1859.	1860.	1861.
Manufactures of Wool	$3,388,213	$2,599,071	$5,790,346
" Cotton	1,733,076	2,882,926	3,856,872
" Silk	938,224	1,619,237	5,088,141
" Flax	890,937	829,699	1,420,587
Miscellaneous Dry Goods	534,013	669,683	683,673
Total ent. for warehousing	$7,474,463	$6,600,666	$17,042,619
Add ent. for consumption	96,921,255	86,616,713	24,589,351
Total entered at the port	$104,395,718	$96,217,379	$41,632,470

Withdrawn from warehouse:

	1859.	1860.	1861.
Manufactures of Wool	$2,849,283	$3,193,752	$6,303,099
" Cotton	1,505,916	2,340,177	4,043,273
" Silk	872,496	1,504,522	4,928,764
" Flax	993,116	801,471	1,766,556
Miscellaneous Dry Goods	437,675	544,261	760,430
Total withdr. from wareh'e	$6,658,486	$8,384,086	$17,802,122
Add enter. for consumption	99,921,255	86,616,713	24,589,851
Total thrown on market	$103,579,741	$95,000,799	$42,391,973

The imports of general merchandize and dry goods for the week ending December 6, and since January 1, have been as follows:

	1859.	1860.	1861.
For the week.			
Dry Goods	$1,666,470	$1,202,031	$195,022
General Merchandize	1,079,185	2,258,774	1,503,704
Total	$2,747,555	$3,460,805	$1,698,726
Previously reported	221,900,672	213,180,567	114,993,835
Since January 1	$224,648,227	$216,641,372	$116,652,561

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1833	----
Mortgage Coupon	2,500,000	6	1885	69
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	82½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	101½
2d Mortgage	600,000	7	1875	102½
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. ('860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	94
Consolidated 2d Mort. (S. F.)	813,000	8	1890	94
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	-------	†	------	----
2d Mortgage	-------	†	------	----
3d Mortgage	-------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,364	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	80½
1st Mortgage	3,600,000	7	------	38½
2d Mortgage	2,000,000	7	------	10

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	600,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	77
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	300,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000		------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62–'72	98
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62–'63	98½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	98½
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	103½
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	77
Convertible	1,002,000	7	1867	68
Illinois Central:				
Optional Right Scrip	38,000	7	1868	62½
Construction	12,885,000	7	1875	88
Construction	4,115,000	6	1875	88
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	150,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12½
2d Land Grant (Western Div.)	353,600	†	------	12½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage (convertible)	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	92
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94
1st Mortgage (S. F.), convertible	4,153,000	8	1882	92
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	80
Northern Indiana, 1st	985,000	7	1861	82
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	80½
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	79
2d General Mortgage	2,465,000	7	1877	70
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,794	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1888	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	91
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	101
2d Mortgage	4,000,000	7	1864	96
3d Mortgage (convertible)	6,000,000	7	1883	85
4th Mortgage (convertible)	3,729,000	7	1880	74
5th Mortgage	1,277,000	7	1883	68
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	94½
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	73
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W.Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	426 800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	---- *
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	967,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	502,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	72
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,247,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	128,000	6	1872	82½
Mortgage, (coupons)	920,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

(From the Journal of the Franklin Institute.)

On the Erie Experiments on Steam Expansion by U. S. Naval Engineers.

By Samuel McElroy, C. E.

(Continued from p. 855.)

It has been claimed, and demonstrated by experiment in important cases, that the proportions and conditions of a boiler being constant, there can be but one rate of combustion in correspondence with its *maximum useful effect*. This is a recognized law of practice, and is true of either a quick or slow combustion boiler. Farther than this, it has been claimed, that the *useful effect* of a boiler is modified by the manner in which its steam supply is taken, whether more or less rapidly, and in approximation to a certain rate of supply. But the course of experiments under examination exercises a supreme contempt for these distinctions. Not only is the rate of combustion varied, as we have stated, but the rate of steam supply, in equal times, varies *six hundred* per cent.! The performance of these boilers, judged by the results tabulated, does not reach, by at least 25 per cent. of evaporation, the standard of reasonable expectation, and in no two experiments is the evaporation alike per pound of coal. When we are told that special care was exercised in all the experiments to keep the throttle open, although the Board claims to have demonstrated certain singular conclusions about throttling, we can readily understand with what ingenuity these boilers were themselves throttled out of their vitality.

The doctrine of *maximum useful effect*, which defines the load and the velocity of an engine is also placed at issue here. Theory has been confirmed, in repeated instances, as to this law, which has engaged the attention of our most profound students. A certain standard of proportion exists between the leading features of an engine and the amount of labor it will best perform, and no violence can be done any of its conditions of service without detrimental results.

The steamer *Michigan*, as a case in point, was built for Lake service, with a certain proportion of machinery to her displacement and speed. From notes of her performance, we find that with a mean piston pressure of 18.44 pounds per square inch, she makes 18⅓ revolutions per minute, and 10.4 statute miles per hour. As a side-wheel steamer, with two engines and two boilers, these are her ordinary conditions of work. But, in experimenting with her, all these relative proportions are violated. One engine is disconnected, and both boilers are kept under fire to supply the other, although with the same initial pressure the revolutions are varied from 20.6 to 11.7, and the mean pressure (a representative of the load) is changed from 29.8 to 8.8 pounds per square inch. And yet the Board seems to be under the impression that all these changes are compatible with a common standard of useful effect, and practically denies a most important principle of mechanical action. In this respect we are not prepared to concede its infallibility.

In connexion with this objection a question of fact arises, as to the literal accuracy of the report. The Board attempted to carry out a mistaken principle of trial by regulating the resistances of the wheels, so as to accommodate a uniform initial pressure, and it succeeded very completely in producing a variously diseased and incongruous action of the engine; but it is incorrect in asserting that it "was not in any way changed in condition" of motion during any experiment, inasmuch as the waves were effected by the wind, and the dip of the floats varied as the vessel alternately grounded or floated, and the floats themselves were, from time to time, broken by ice. These resistances, by consequence, could not have been uniform during any experiment.

A glance at the tabular synopsis sufficiently indicates the effects of these variable resistances. The results in action are much more diversified than the changes in rate of expansion, and are strikingly inconsistent. A mean pressure of 8.8 pounds produces 14.1 revolutions, while that of 13.6 pounds gives only 11.17 turns. We increase the pressure 60 per cent., and it reduces the speed 21 per cent. A range of 603 per cent. has been noticed in the quantity of steam used in a given time; there is a range of 240 per cent. in the mean pressures; a variation of 10 per cent. in the vacuum; of 84 per cent. in speed; of 390 per cent. in combustion; of 50 per cent. in coal per H. P.; of 22 per cent. in evaporation.

And the argument of the report is embarrassing in these conflicting cases. There stand the tables of the new law. Whatever opposes their "data" is "fallacious," and it is just as incontrovertibly true, that an increase of pressure will reduce speed in all engines not steam-jacketed, as it is that it is cheaper to follow full stroke than to cut off at one-sixth.

On page 13, the report states that "during all the experiments the throttle valve was kept wide open." On pp. 36 and 37, we have the argument, already quoted, that for anything below a steam travel of seven-tenths, it is "immeasurably" better to throttle than to use the main valve.

Here the Board, not having experimented, passes into the dangerous region of "fallacious theories," and jeopardizes its infallibility. Engineers are under the impression that the moment of final pressure determines the amount of steam expended during an engine stroke. And it is a simple mechanical impossibility that the same *mean pressure* in connexion with a given *final pressure* can be produced, where the throttle is used instead of the main valve cut-off. All experience goes to confirm the very plain principle that throttling reduces the initial range of pressure, and consequently the mean pressure, which determines the amount of work done, while the final pressure, which measures the cost of the work, remains constant in either method; and there is therefore a loss of power equivalent, at least, to such reduction of pressure. An assertion of opinion, like that quoted, coming from such a source, cannot but be regarded with suprise. Not only is it incorrect as to economy of fuel, but in all well arranged engines, it is as easy to modify the cut-off gear as to change the throttle. There may be an exception in the case of those horribly proportioned guillotines with which the Navy steamers have been afflicted of late years; which have 6 inches clearance and 54 inches diameter for 32 inches stroke; which spin around sixty-five times a minute to achieve eight knots an hour; and of which an "assistant" stands in mortal fear, from the time they are "hooked on" until they happily break down, and are laid up for repairs.

It was to be presumed that the Board would trace their special theory through a regular series of demonstrations to a final conclusion in their method of experiment. But our table shows that no order of this kind was observed in the variations of expansion, as its report also shows that it argues on certain grades, which it did not test. Experiment No. 7 in date, as the greatest in grade, immediately succeeds that of the greatest steam travel, and the relative order of the series, in this respect, is Nos. 6, 5, 4, 1, 3, 2, 7, as distinguished from their dates. If the results obtained developed a regular series, we might be content to accept them, no matter in what order of precedence, but these are as irregular as their order of trial. The consumption of coal per H. P. per hour is thus reported: 3.96 lbs. for ¼ cut-off, 4.19 lbs. for ⅜ths, 4.23 lbs. for $\frac{3}{10}$ths, 4.58 lbs. for ½th. 4.87 lbs. for $\frac{7}{10}$ths, 5.53 lbs. for ⅞ths, and 6.08 lbs. for $\frac{9}{10}$ths. Such a result as this, taken in connexion with the fact that the last trial shows about three times the combustion per H. P. due to some engines, is a painful commentary on the method of experiment adopted.

We may also observe here, that a number of experiments were made at Erie, which are not given in the report. The Board convened Nov. 19th, and the first result tabulated bears date Dec. 30th, although notes of experiments on the 1st, 5th, 8th, and 10th are extant. Of these the Board remarks, that "it is useless to add any others (to those given) which *uncontrollable variations* in the conditions during their progress could lay open to a doubt," although they are said to have shown less effect from the measures of expansion. The inference to be drawn from this omission, on these grounds, is by no means an argument in endorsement of the report, nor does it sustain the general *modus operandi*. Details of experiments are not only suppressed, but whole experiments themselves, probably equal in number to those given, are also suppressed. The witnesses do not tell the "whole truth."

Nor does the text of the report accord with the "data" tabulated, in an important matter of fact like the following:

On page 12, we are told that "Each experiment lasted 72 consecutive hours, during which the engine was neither stopped, nor slowed down, nor in any way *changed in condition*.. In commencing an experiment the engine was operated for *several hours* to adjust it *to the normal conditions* required to be *uniformly* maintained during that experiment, and to bring the fires to steady action." But when we turn to the tables which form the basis of the text, we find that while Experiment No. 1 terminated its 72 hours run at 4 A. M., Jan. 2d, Experiment No. 2 commenced at precisely the same moment. We also find that there was but two hours interval between Experiments Nos. 2 and 3, and 5 and 6. In a simple matter of fact, then, three experiments out of the seven are open to discussion, as to the statements of the text.

But this is not the most serious point of this objection. It will be noticed that the combustion of coal per square foot of grate is 6.28 lbs. for No. 1, and 3.79 lbs. for No. 2; that the evaporation varies from 8.33 lbs. per lb. of coal to 8.09; that the mean cylinder pressure (which reveals a varied resistance) changes from 19.9 lbs. to 13.6, and the cut-off from $\frac{2}{10}$ths to ⅓th, or as 18 to 10, and the revolutions from 13.69 to 11.77. Now we would like to be informed by what medium, unrevealed to ordinary philosophers, this Board was enabled to change the combustion of the boilers 51 per cent. in rate, at the tick of the second-hand which changed Experiment No. 1 to No. 2, and by what process they defined all the other changes of resistances and methods of action, which clearly distinguish these experiments. Their special claim of accuracy cannot meet the argument of this self-evident tabular conviction.

The Board suppresses a number of experiments on account of "uncontrollable variations." In those which they present we find that—

There is a variation in the boiler pressure from 19.5 to 22 lbs. per square inch.

There is a variation in the vacuum from 24.1 to 25.5 inches.

There is a variation in the evaporation per lb. of coal from 7.14 to 8.71 lbs. of water.

There is a variation in the coal used, three kinds being reported.

In matters of simple management like these, the discrepancies are inexcusable, and tend to complicate the results needlessly. Especially is it strange that different kinds of coal should be admitted under any circumstances, the variety used for the greatest steam travel differing from that in any other experiment.

When we examine another very important detail of method adopted in these experiments, viz: as to the measurement of coal consumed, we find it also inaccurate and unsatisfactory. This the printed explanation makes sufficiently plain; for when we are told that the notes for each experiment were commenced "with average fires" in the boilers, and the fires were made at the close, "the same as at the beginning, *as nearly as could be estimated*," we understand at once that the Board only weighed what coal was used during the actual term of any trial, and *guessed* at the state of the boilers at its commencement and end. The precise quantity of coal which produced the recorded number of engine strokes was not *weighed*. For that essential particular, the Board asks us to accept its estimate, and this admission is in itself fatal to any claim of accuracy otherwise presented. Anybody can guess, but it belongs to experimenting engineers to measure and rigidly determine every detail, and especially so impor-

tant a detail as the coal account, on which all the calculations of results depend. So long as it is easy to determine this account in experiments of this class, beyond any question, we are not prepared to accept any explanation or any apology for its omission. Those who have had frequent occasion to probe these processes, are not to be told that the absolute state of a boiler fire can be determined by its appearance, or its level, or the steam gauge; for we know by the results of frequent analyses, that these features may be identical where there is a difference of fifty per cent. in absolute efficiency. Nor can we yield the professional rule in this case, which refuses to accept opinions and estimates where actual quantities are at issue. With the coal account in this state for each experiment, it is impossible for this Board to claim that it has *demonstrated* anything. In entering voluntarily the field of estimate and conjecture, it submits to the "theoretical considerations" it claims to have overthrown.

Farther, in what way are we to reconcile this assumed process with the 1st and 2d experiments? At the close of the latter, the "average fires" represent a combustion of 3.79 lbs. per square foot of grate, while at its commencement, which also marked the close of the 1st experiment, the rate then represented is 6.28 lbs. per square foot. There can be but one conclusion in a case of this kind, and it is not very creditable to the discretion of this Board in matters of judgment and opinion. Not only is the accuracy of the coal account involved here, but the per centage of ashes, the boiler evaporation, the horse-power, and the resistances.

In experiment No. 5, at $\frac{7}{10}$ths cut-off, the coal account is credited with 18.53 per cent. of refuse, while No. 7, $\frac{4}{45}$ths cut-off, is credited with but 6.99 per cent., which is not exceeded in any other experiment, none of them agreeing as to this per centage. In No. 5, a different variety of coal was used from Nos. 1, 2, 4, and 7. But is it to be inferred from all these discrepancies that the coal varied so much in quality, or that the system of measurement was defective in accuracy? Under such circumstances, which is the most likely to be true? Two important conditions of the measurement were guessed at; the third only was determined.

We are disposed to concede to this report the merit of deep and abstruse argument. After looking over it very carefully, when it first came to hand, in some bewilderment as to what it really did assert, we endeavored to find some one place where a clear and unmistakable conclusion was presented, and failed in discovering anything more definite than the quotation with which we commenced this paper. But in those brief sentences, strange contradictions occur. They begin by admitting a gain with two-fifths cut-off; they assert a loss at one-quarter, a loss which we might assume to be referred to full travel, if one-sixth was not immediately presented as such measure. And yet, a page or two back, we are told that if "the proper corrections could be made for the difference of cylinder temperature due to the different measures of expansion, it would doubtless be found that the economical result obtained when cutting off at seven tenths, is not exceeded when cutting off at any less fraction."

It is not an easy matter, therefore, to pass from general questions of principle and method to a discussion of absolute results, so many different ones having been obtained. The general argument of the report is against the use of expansion at all. The summary of all the allowances, assumptions, and equivalents in table No. 2, ranges the "economic result in net horse-power" with $\frac{4}{45}$, $\frac{1}{6}$, $\frac{1}{12}$, $\frac{1}{4}$, $\frac{2}{10}$, $\frac{7}{10}$, $\frac{4}{5}$ths cut-off in order of precedence, while the "economic power" in "pounds of steam per horse power per hour," ranks them $\frac{4}{5}$, $\frac{7}{10}$, $\frac{2}{10}$, $\frac{1}{4}$, $\frac{1}{12}$, $\frac{1}{6}$, $\frac{4}{45}$ths cut-off, which exactly reverses the order. Precisely what conclusion the Board really reached does not appear in the report; while its argument rejects expansion, its tables confirm it in part, in instances which contradict its explicit assertions.

In table No. 1, the order of results for the "pounds of combustible" per horse-power, is $\frac{1}{4}$, $\frac{4}{5}$, $\frac{7}{10}$, $\frac{2}{10}$, $\frac{1}{6}$, $\frac{1}{12}$, $\frac{4}{45}$ths cut-off.

Passing from this troublesome triangular tabular duel, we may take up the assertion, that "the economy of cutting off at one-sixth or four-forty-fifths is considerable less than with steam used absolutely without expansion," for the purpose of tracing the argument of the report.

Assuming that the "data" giving in our synopsis of table No. 1 were rigidly and accurately obtained, we cannot compare the results of one-sixth cut-off with full steam travel, because the latter was not tested; but taking eleven-twelfths as an approximation, the horse-power per pound of coal is in favor of the former as 5.53 to 4.58, although there is a loss of .9 inch in vacuum.

In this case, the horse-power is determined by the mean pressure of the indicator cards, the revolutions, and the coal account in the usual way.

But the Board decides the propriety of making certain corrections to these "data."

(To be continued.)

Sugar River Valley Railroad.

A meeting of the citizens of Madison, Wis., was recently held for the purpose of furthering measures to secure the early completion of the land grant road, between that city and Portage. The President, Mr. Campbell, and the Chief Engineer, were present.

Railroad Crossings.--Accidents.

RAILROADS IN CITIES: THE CROSSINGS AT STREETS: A BROKEN LIMB: CONCURRENT NEGLIGENCE.

The plaintiff was walking through St. Joseph street, in the city of Rockester, at a point which is crossed by the New York Central Railroad, and while on the track of that company was struck by the tender of a locomotive and thrown down, and his leg broken. He then commenced an action against the company to recover damages for the injuries he received. The action was tried in the Supreme Court before Justice Smith and a jury, at the Monroe Circuit in January, 1861, when the plaintiff was non-suited, on the ground that his own negligence contributed to the injury.

From the decision of the Justice non-suiting him, and the judgment entered thereon dismissing his suit, the plaintiff appealed to the General Term of the Supreme Court, where after argument the judgment of the justice was affirmed.

From the facts as developed on the trial it appeared that the plaintiff on the 27th of September, 1858, at about 4 o'clock P. M. was going south towards the business part of the city of Rochester, on the east side walk of St. Joseph street, and as he reached the north side of the railroad, where it crosses that street, a locomotive drawing a long train of freight cars, was approaching from the west, and about to cross the street. The plaintiff continued on towards the south, on the line of said south walk, until he had crossed the northern-most track of the railroad, and stopped upon the second track, (there being five parallel tracks at that point,) until ths freight train had crossed the street. The two north tracks, east of St. Joseph street, were occupied by empty freight cars, 10 or 12 in number—box cars, eight feet high—the northwest end of which was so near the line of the side walk that the plaintiff could nearly touch it with his hand as he passed. He stood, while the freight train was passing, at the west end of the line of empty freight cars on the second track. The train in passing made a great deal of noise. As soon as it passed, the plaintiff looked east, and the track was clear as far as he could see, which was only eight or ten feet, in consequence of the obstruction by the empty freight cars, and he started to go south across the other tracks, at the same time turning his face to the west towards the depot, and continued to look in that direction, until he approached the north line of the third track, when he was struck on the left shoulder, turned around and thrown down, and one leg crushed so as to require amputation, and the other very badly injured by the tender of the locomotive, which was backing down from the east towards the depot at the west, and was at that moment crossing St. Joseph street. He did not look east after crossing the south rail of the second track. The tracks at that point were all perfectly straight, and the spaces between them seven or eight feet as laid down on the map. The engine, tender and freight cars all project over the track, about eighteen inches. The engine was backing down very fast, and evidence was given tending to show that the bell was not rung until after St. Joseph street had been crossed, and the plaintiff injured. There was no flagman at this crossing at the time of the accident, though there had been one the week before. The crossing was in a populous and thickly settled part of the city. The plaintiff was 36 years of age, resided on St. Joseph street, two miles north of the railroad, was a carpenter and worked a great deal in the city, crossing the railroad track very often, sometimes every day, and sometimes not in three or four weeks; sometimes saw empty cars standing there, but not so near the side walk; took no notice how near; had crossed the track twice before the same day at the same place. There was no evidence of bad habits on the part of the plaintiff, but on his way up from his house to the railroad, and about twenty minutes before he was injured, he stopped at a grocery, complained of being unwell, and took a table-spoon-full of caraway and bitters.

The following is the opinion of the court rendered at the decision of the case.

KNOX. J.—The question now is—Was the nonsuit properly granted?—and, that is answered by the reply which shall be made to the question—Did the plaintiff's own negligence contribute to produce the injury of which he complains?—For a multitude of cases might be cited to sustain the proposition, that a party cannot recover for an injury of which his own negligence is in whole, or in part, the proximate cause, though there be gross negligence on the part of the defendant, short of wilful wrong.

Indeed this has been so often held, that in the case of Johnson *vs.* the Hudson River Railroad Company Judge Denio says, the proposition must now be considered "a legal postulate.

In my judgment the facts present a clear case of negligence on the part of the plainfiff. Here were five parallel tracks over which the plaintiff had passed very often, sometimes every day, in three or four weeks and quite near the depot in the city. From the number of the tracks, and the proximity of the depot, the plaintiff must have known that passenger and freight trains were both frequently passing each way and liable to pass each way at any, and the same or near the same moment of the day. To go upon the track, therefore, at such a point without looking up and down the track to see whether it would

be safe to do so, was extreme carelessness. He had no ground for supposing, that because one train of cars had but a moment before passed east on one of the tracks, another train of cars would not pass west on another of those tracks at the same time or near the same time.

Indeed he ought to have known from the number of these tracks, that this was very likely to happen as it did happen in this instance.

That there were obstructions on the track, and that the road crosses it at such an angle, as made it difficult to see whether there were any cars moving on them, should have excited the plaintiff to greater caution, and not have lulled him into carelessness. In a word, instead of stepping upon the track and looking toward the west only, where it does not appear that there was anything to attract and fix attention, he should have looked toward the east and then this accident would not have taken place.

If the plaintiff cannot be said to have been guilty of negligence in this case I can hardly imagine one where it can be imputed, short of that where the party puts himself upon the track of a road with an intention of being struck by the moving cars.

While the courts should, and do require on the part of railroad companies "that their road and all its appurtenances be in perfect order and free from any defect which the utmost vigilance aided by the highest degree of knowledge or skill can discover or prevent" and that the road and its cars and engines, etc., be under the control and management of men of skill and experience in their several stations, in order that the public may enjoy, with as little risk of life and limb as possible, the incalculable benefits of this method of travel they should also require for the same reason that all persons in or about the cars or crossing the track should exercise a vigilance and circumspection commensurate with the danger which may reasonably be apprehended from the nature of the motive power employed, and the velocity with which these carriages are driven. As there was no disputed question of fact in the case, the question is one of the pure law for the court, and I think it was properly ruled at the Circuit. Motion for new trial denied.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48



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HEAD QUARTERS, WESTERN DEPARTMENT,
St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less		10 cents	per 100 pounds.
50	"	15	" "
100	"	25	" "
150	"	40	" "
200	"	50	" "
300	"	75	" "
350 to 400 miles not exceeding		90	" "

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000	pounds.
2 animals	4,000	"
3 "	5,000	"
4 horses	6,500	"
5 "	8,000	"
6 "	9,000	"
7 "	10,000	"
8 "	11,001	"
9 "	12,000	"

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,
Supervisor Railroads, Western Department.

☞ N.B.—Please send a Table of Distances.

AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, December 21, 1861.

Resources and Debts of Missouri.

The State of Missouri is one of the largest, and perhaps naturally the most wealthy State of the Union; the fertility of its rolling prairies and river bottoms, the richness of its mines, the abundance of its timbers, the salubrity of its climate, and the advantages of its geographical position, combine to indicate it as the central source of wealth for that vast population which, under any circumstances, must at no distant day, occupy the great Valley of the Mississippi. During the past ten years great numbers of settlers have, attracted by its manifest advantages, carried their capitals into the State, thereby increasing its wealth on the double ratio of production and importation so effectually, that although it completed the 40th year of its State existence only Aug. 10, 1861, it already ranks in population and valuation as the 8th in the Union.

The State, lying between the parallels of 40° 35′ and 36° north latitude, has an area, according to government surveys, of 41,211,272 acres. Of this amount 1,725,739 acres has been donated by the federal government to the State, for the use of schools, &c.; 7,274,873 acres were awarded as military bounties; 4,000,000 acres have been granted to railroads; and 22,182,000 acres have been sold to settlers, and after some other appropriations there remains 3,633,608 acres for sale by the federal government.

The soil of the State is of almost unequalled fertility, and with its rapid settlement by an industrious and active race, an almost unparalleled degree of prosperity has been developed. The following table shows the progress of the population and the number of acres that have been sold up to each period by the federal government:

	Free blacks.	Slaves.	Whites.	Total.	Acres sold.
1810.	607	3,011	17,227	20,845	.....
1820.	376	10,222	55,988	76,586	.....
1830.	569	25,091	114,795	140,455	.....
1840.	1,574	58,240	323,888	383,702	5,767,778
1844.	1,581	70,158	456,318	528,057	7,081,543
1850.	2,667	89,289	592,176	684,132	9,726,360
1855.	2,910	101,101	708,785	812,510	16,107,108
1860.	3,105	115,619	1,082,490	1,201,214	22,182,000

The black population has increased in a ratio very much smaller than in other slave States, while the white population has in the last ten years increased in a ratio equal to that of any of the Western States.

So rapid a settlement of a rich soil could not but be followed by very important results in respect of accumulation of wealth. These results manifest themselves in a marked manner, in the official returns of taxable valuations, which have been as follows, exclusive of the value of the blacks, which for 1860 was reported at $44,181,912:

TAXABLE VALUATIONS.

	1850.	1858.	1860.
Acres of land.	5,252,061	26,525,338	26,696,987
Value of real estate....	$31,512,391	221,605,767	232,821,716
Personal prop.	7,813,508	39,072,373	40,924,776
Bonds, money, &c..	17,972,180	35,556,318	36,181,201
Total ..	$57,198,079	296,234,520	309,927,693

These figures are those on which the State taxes are levied, and are therefore very far below the truth. If we place the increase for ten years at five fold in round numbers, and assume that the amount taxed bears at both periods the same proportion to the actual value, then the increase in ten years will have reached $360,000,000, or about $500 per head for the average population. A result so favorable is due to that combination of advantages for which the State of Missouri is remarkable. Her chief city, situated near the centre of the Mississippi River, with its 3,000 miles of navigation, and 1,500 steamers, is also near the middle of her Eastern boundaries, at a point where the Missouri coming from the West, crossing prairies of prodigious fertility, and taking up the Osage in its course, pours its rich freight upon the bosom of the "father of waters." From it, at an early period, the route to the Pacific by railway was indicated. The distance from St. Louis to San Francisco is 2,759 miles, along a route, midway in which, Pikes Peak with its golden treasures has attracted emigrants. In 1858, by this route, an overland mail was established which brought the Pacific and the Mississippi within 25 days of each other. This year the telegraph has left nothing to wish for in the way of prompt communication. With all these advantages added to the immense productions of the State, St. Louis speedily rose to rank as the 6th city of the Union in point of wealth and population. The latter in 1860 was 160,577, and the valuation $94,643,865, or nearly as much as that of the whole State in 1850.

With all its natural advantages and industrial prosperity, Missouri has been singularly free of debt. It did not join in the speculative mania that overtook other Western States in 1837, but maintained a reserved position. The constitution of the State, adopted in 1820, provided that there should be but one bank, with not more than five branches; that the aggregate capital should not exceed $5,000,000, of which one half was reserved to the use of the State. It was not until Feb. 2, 1837, that the State acting upon that provision, authorized an emission of bonds for $2,500,000 for the State subscription to the bank capital. These bonds were of $1,000 each, made payable to bearer at the Bank of America, New York, May 1, 1863; interest 5½ per cent., semi-annual. These bonds were placed upon the market through the London house of F. Huth & Co., at the moment of the great financial revolution, when State repudiation trod rapidly upon the heels of individual insolvence and corporate bankruptcy. The negotiation was therefore not successful. The bank, however, went into operation with a capital of $533,358, and it was the only one at the South and West that did not suspend its payments in 1839.

A few of the bonds then sold, form the principal

part of the direct debt of the State which is as follows:

	Date.	Inter-est.	Paya-able.		Amount.
Bank stock..	1837	5	1862	Jan. & July.	$163,000
" ..	1837	5	1863	May & Nov.	100,000
" ..	1837	6	1863	Jan. & July.	99,000
Capital stock.	1838	6	1863	Jan. & July.	40,000
State bonds..	1838	6	1863	Jan. & July.	200,000
Total					$692,000

Although without aid from the State, the bank and its branches ably fulfilled its duties, furnishing all the facilities that the growing commerce of the State required. However, in 1857, a free banking law was enacted authorizing 10 banks, with an aggregate capital of $15,500,000, of which the State might hold $1,000,000. Under this law the number of banks and branches increased from 10, with a capital of $2,620,615 in 1858, to 42, with a capital of $13,178,299 in the present year.

While most other States had embarked largely in internal improvements, Missouri had, up to 1849, taken no part in them. In that year the importance of a railroad connection with California, to secure our then new possessions, forced itself upon the public mind, and St. Louis by common consent, was designated as the point of departure. In March, 1849, the road was incorporated by an act which was amended in 1851. Congress following the policy extended to other States, donated the right of way, and a portion of the public lands in aid of the road. In 1853, the State invested the Pacific road with the lands and rights donated by Congress, and also agreed to lend its bonds to that and other roads, on the conditions that, when the directors of a company give proof of a *bona fide* subscription of $50,000 by individuals, the State would issue a like amount of bonds for each subscription, until the appropriation should be exhausted. To secure the State the entire franchise of the roads, their lands, buildings, furniture and equipments are mortgaged to the State.

Under this law 6 per cent. bonds of the State were issued to all the roads, except the South West Branch road. The 7 per cent. bonds of which company were endorsed by the State. While these issues were in progress the panic of 1857 overtook the country and stopped the negotiation of bonds. The State then promptly enacted a new law to place the State credit on a firmer basis. The further issue of bonds was restricted to a sum of $2,120,000, required to complete work nearly done. These bonds were not to be sold under 90. The Pacific road was to return the 7 per cent. endorsed bonds and receive in lieu 6 per cent. direct bonds of the State. A tax of one mill was levied on State valuation, to be paid over to the Commissioners of the interest fund. These Commissioners consisted of the Auditor and State Treasurer, according to the law of 1855, to secure prompt payment of the public debt. The Commissioners were required to appoint some bank in the City of New York, where the interest shall be paid. These, with some other provisions, were calculated to meet the emergency.

The following table shows the railroads to which bonds were issued, the amount authorized, the length of the roads, and the cost of their construction to the present year. To the amount of bonds issued should be added $400,000 for bonds sold in 1859 to meet the interest on railroad bonds, making the aggregate $23,301,000.

Roads.	Amount authorized.	Issued to Jan., 1861.	Length, miles.	Cost, 1861.
Pacific.....	$7,000,000	$7,000,000	163	$10,033,823*
" S. W. Br..	4,500,000	4,100,000	43	1,442,710*
Han. & St. Jose'h.	3,000,000	3,000,000	206	7,659,705
North Missouri..	5,500,000	4,350,000	188	5,632,521*
St. Louis & Ir. Mt	3,600,000	3,501,000	87	5,200,744*
Cairo & Fulton....	650,000	250,000	21	420,366
Platte County....	700,000	150,000	37	----------
	$24,950,000	$22,351,000	757	$30,589,869

The roads marked * are those for which the State provides the interest since January, 1860. To provide for it at that date, the State borrowed the money, $516,190, of the St. Louis banks at 8 per cent., and 1½ per cent. for exchange on New York. The State holds a mortgage on the above 757 miles of roads that have cost $30,589,869, and, in addition 4,000,000 acres of land valued at $8,750,000, and bank stock to the amount of $254,000 —a total of $30,593,869.

The operation of the railroads imparted a new impulse to the productive industry of the State, and by improving business and increasing its profits, lightened the burden of taxation, while the product of the taxes increased. The rate of taxation in the State is two mills on the dollar, and the revenue and expenditures have been for the past six years, according to three successive biennial reports of the auditor, as follows:

	Revenue.	Expenditures.	Balance Oct. 1.
Oct. 1, 1856, 2 yrs.	$1,007,113	$871,818	$271,899
" 1, 1858, 2 " .	1,361,368	1,132,176	1,405,041
" 1, 1860, 2 " .	3,454,788	2,137,669	1,705,172

This large increase of revenue has resulted from the growing wealth of the State, and affords a perfect guarantee of ample means under the law of 1857 for the payment of interest on the debt. Should the State be required to pay all the interest, $1,398,060, on the debt of $23,301,000, a small addition to the present levy will suffice for that purpose.

It will be observed that the taxable value of property in the State has in ten years increased $252,729,614, and the debt contracted for the railroads in the same time has been but *nine* per cent. of that sum. The effect of the railroads in opening up markets to distant regions, and in promoting interchange generally, has been instrumental in creating a large portion of the improved valuation, and the State holds property considerably in excess of the amounts for which it has become liable for the construction of the roads.

Attention may here be called to the distinction between the debt of Missouri and the loans of other States.

Mississippi, Arkansas, Alabama, Florida, and Illinois loaned their credit for the creation of banks, which, under pretence of facilitating the loans of the State, became the instruments of speculation, and finally exploded, leaving nothing behind but a burdensome debt, or the evidence of their existence. Missouri has loaned its credtis for the construction of works which are imperishable in their nature, and which have already added fivefold their own cost to the wealth of the State, and remain permanent instruments of commercial and undisturbed prosperity.

☞ Mr. John Corning, of Buffalo, has been appointed Superintendent of the Western Division of the New York Central Railroad Company, vice Job. Collimer, deceased.

Bellefontaine Railroad Line.

BELLEFONTAINE & INDIANA RAILROAD COMPANY.

The Bellefontaine and Indiana Railroad Company was chartered under the general railroad law of Ohio in 1848, and organized in November of the same year. By the original charter the eastern terminus of the road was fixed at Marion, but by an amendment obtained in 1849, the company was authorized to extend the road to Mansfield or to any point between that place and Marion. Galion, on the Cleveland, Columbus and Cincinnati Railroad, was ultimately chosen as the initial point, thus connecting the line directly with Cleveland. The western terminus at Union City connects the line with the Indianapolis, Pittsburg and Cleveland Railroad. In June, 1850, the first and third divisions—the first extending from Galion to Marion, 20½ miles, and the third from Bellefontaine to Sidney, 22½ miles, were placed under contract and the work soon after commenced, and in January and February, 1851, the second division extending from Marion to Bellefontaine, 40 miles, and the fourth from Sidney to the State Line of Indiana were let.

The right of way had been secured at a cost of about $12,000 only, the greater part of it, with the depot grounds, having been gratuitously conveyed to the company by the local residents. The stock subscription was also liberal, included in which were the subscriptions of Shelby County, $100,000, and of Marion county, $109,600. These were paid in bonds, which the company guarantied. In July, 1851, the company issued its own bonds to the amount of $800,000, and in November an issue of Real Estate bonds to the amount of $200,000 was made. With the proceeds of these several issues the work was carried on, and in May, 1852, track-laying was commenced. On the 17th August of the same year, the first division was opened for business, and on the 9th December following the third division. The second division completing the road between Galion and Sidney was formally opened on the 23d April, 1853; and the whole line was completed on the 12th July. On the 1st November following the contractors surrendered the road to the company. The fourth annual report made up to the 31st December, 1853, showed that the expenditures for all purposes had reached $2,838,951; or deducting real estate and saleable materials to $2,585,769, or $21,913 mile of road. A large floating debt, however, had accumulated, and to liquidate this, the company, in February, 1854, issued $200,000 in Income bonds, and in April, 1855, a series of 2d mortgage bonds to the amount of $300,000, about one-half of which only has yet been issued. The Real Estate and Income bonds became due in 1858 and 1859 and were extended. Since April, 1856, the Bellefontaine and Indiana and the Indianapolis, Pittsburg and Cleveland Railroads have been operated under a joint directory, the working expenses being charged to each according to the length of road owned. Each company, nevertheless, maintains its separate organization and receives the full benefit of the earnings of its own road, which it is to keep in repair.

The capital stock authorized was $2,000,000, in 20,000 $100 sh.; paid in $1,859,813 on 18,598 sh.

The funded debt of the company, January 1, 1861, was $1,266,078, classified as follows:

1st mortgage 7 per cent. coupon bonds, $791,-

000—issued 1st July, 1851, and payable, principal 1st July, 1866, and coupons semi-annually 1st January and 1st July in New York. Whole issue $800,000. Nine bonds have been converted into stock.

2d mortgage 7 per cent. coupon bonds, $160,000 issued 1st April, 1855, and payable, principal 1st April, 1870, and coupons semi-annually 1st April and 1st October in New York. Whole issue $300,000. The amount outstanding includes $65,937 issued in exchange for dividend scrip of 1856.

Income 7 per cent. bonds, $186,000—issued 1st February, 1859 (now mostly extended to 1870), and interest semi-annually 1st February and 1st August in New York. Whole issue $200,000.

Real estate 7 per cent. bonds, $119,750—issued 29th November, 1851, and payable principal 1st January, 1858, and interest semi-annually 1st January and 1st July in New York. Whole issue $200,000. These bonds with the exception of $1,000 (not presented) have been extended, viz: $30,750 to 1st January, 1861, $40,000 to 1st January, 1863, and $48,000 to 1st January, 1866.

Dividend No. 3 scrip (issued in 1856 and to be funded in 2d mortgage bonds), $9,328.

The floating debt of the company was $62,232, viz: bills payable $11,770, car loan C. C. and C. R. R. Co. at 7 per cent. $11,737 and unpaid interest on bonds $38,825. Cost of road and equipment, $3,027,931.

Income Account for the Years ending 31st December.

	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Passenger earnings	$116,127	$123,060	$163,926	$144,611	$114,564	$98,910	$99,892
Freight "	113,951	150,813	204,759	175,621	192,525	161,167	188,137
Mail "	7,932	24,420	14,825	17,850	17,850	17,850	17,850
Express "			12,440	10,270	7,287	8,441	8,212
Total earnings	$238,010	$298,293	$395,950	$348,352	$332,226	$286,368	$314,091
Operating expenses	$123,418	$157,470	$224,693	$227,515	$185,414	$204,860	$211,326
Interest on bonds	69,300	83,058	86,649	91,227	90,328	89,209	88,362
Taxes	11,183	8,258	11,051	7,468	8,262	5,888	5,608
Total expenses	$203,901	$248,786	$322,393	$326,210	$284,004	$299,957	$305,296
Surplus	34,109	49,509	73,557	22,142	48,222		8,795
Deficit						13,589	

Abstract of Balance Sheet, 1st January, Yearly.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.
	$	$	$	$	$	$	$
Road and equipment	2,805,821	2,852,653	2,941,563	2,998,392	3,008,919	3,020,173	3,027,931
Real estate (mortgaged)	158,277	143,564	....	100,913	84,375	68,045	64,527
Income bond trustees	....	....	....	....	....	....	3,186
Real estate mort. trustees	61,523	45,000	....	125,233	75,535	79,883	86,221
Real estate (unincumbered)	53,901	39,456	....	....	....	....	....
Bills receivable	201,302	115,444	....	42,839	42,262	37,623	31,802
Materials on hand	27,842	27,349	....	43,523	36,969	13,682	19,537
Executive Committee	....	....	....	....	9,711	26,598	16,445
Treasurer and agents	8,469	17,854	....	2,981	1,049	3,139	4,371
Stock C. P. & I. R. R. Co.	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Marion County Bond	....	1,000	1,000	1,000	1,000	1,000	1,000
Suspense account	....	....	....	5,854	5,854	5,854	....
Dividends & interest on st'k	117,559	....	....	....	....	....	....
	3,444,694	3,252,320	....	3,330,735	3,275,674	3,265,997	3,265,020
Share capital	1,881,599	1,881,635	1,881,635	1,874,395	1,874,371	1,859,813	1,859,813
1st mort. bonds	791,000	791,000	791,000	791,000	791,000	791,000	791,000
2d " "	....	49,000	82,000	137,000	140,000	157,000	160,000
Income "	199,000	199,500	199,500	199,500	199,500	187,000	186,000
Real estate "	200,000	175,000	175,000	200,000	129,000	119,750	119,750
Dividend scrip	....	....	....	18,328	15,328	12,328	9,328
Bills and claims payable	271,914	144,292	....	14,730	2,678	6,966	11,770
Car Loan C. C. & C. R. R.	....	....	....	11,737	11,737	11,737	11,737
I. P. & C. R. R. Co.	....	....	....	1,425	....	....	....
Unpaid interest	....	981	....	40,316	24,613	46,548	38,825
Executive Committee	....	....	....	11,801	....	....	....
Surplus earnings	101,181	10,912	....	30,503	87,447	73,855	76,797
	3,444,694	3,252,320	.....	3,330,735	3,275,674	3,265,997	3,265,020

Cost of Road, Mileage, Earnings, Expenses, etc., Yearly.

Years.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earnings less Expenses.	Dividends. Am't.	p.c.
1853	$2,585,769	118.23	$65,000	$65,000	$5,623	$135,623	$33,255	$102,368	$67,862	4
1854	2,805,821	118.23	116,127	113,951	7,932	238,010	123,418	114,592	.....	..
1855	2,852,653	118.23	123,060	150,813	24,420	298,293	157,470	140,823	75,265	4*
1856	2,941,563	118.23	163,926	204,759	27,265	395,950	224,693	171,257	75,265	4*
1857	2,998,392	118.23	144,611	175,621	28,120	348,352	227,515	120,837	.....	..
1858	3,008,919	118.23	114,564	192,525	25,137	332,226	185,414	146,812	.....	..
1859	3,020,173	118.23	98,910	161,167	26,291	286,368	204,860	81,508	.....	..
1860	3,027,931	118.23	99,892	188,137	26,062	314,091	211,326	102,765	.....	..
8 y'rs.	23,241,221	945.84	926,090	1,251,973	170,850	2,348,913	1,367,951	980,962	218 392	..
Aver.	2,905,152	118.23	115,761	156,497	21,356	293,614	170,994	122,620	27,299	1½

* Paid in scrip, convertible into 2d mortgage bonds.

(To be continued.)

Railroads of New Hampshire.

ABSTRACT OF THE REPORT OF THE RAILROAD COMMISSIONERS, JUNE SESSION, 1861.

Titles of Companies.	Capital. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Roads and Equipm't.	Length of Roads.	Gross earnings. Mails, etc.	Total.	Operating expenses.	Earnings less expenses.	Dividends. Am't.	p.c.
Ashuelot	$201,000	$195,000		$396,000	$506,000	23.76		$30,000	$.....	$30,000	.....	..
Boston, Concord and Montreal	1,800,000	1,089,153	$31,500	2,920,653	2,863,584	93.54	(Leased to Conn. Riv. R. R. Co.)	252,724	131,051	121,673	.....	..
Cheshire	2,085,925	843,200	27,240	2,956,365	3,073,856	53.64	$79,865 $158,669 $14,190	108,776 196,321 14,948	204,549	110,406	.....	..
Cocheco	389,048	420,863	20,483	830,384	825,199	28.12		20,737 27,280 2,029	315,015	25,526	.....	..
Concord	1,500,000	.....	.....	1,500,000	1,500,000	84.53			50,046	24,520	.....	..
Manchester and Lawrence	1,000,000	14,600	.....	1,014,600	1,000,000	26.47			266,662	138,492	120,000	8
*Contoocook River	200,000	.....	.....	200,000	200,000	14.64			14,460	92,328	79,244	8
Eastern	492,500	.....	42,705	525,205	525,205	16.55			3,857	.....	.....	..
Great Falls and Conway	166,748	230,292	24,556	421,596	426,905	20.09			.....	.....	.....	..
*Manchester and N. Weare	200,000	250,000	.....	200,000	200,000	25.52			.....	.....	.....	..
Merrimac and Connecticut Rivers	350,000	.....	.....	600,000	600,000	27.16			.....	.....	.....	..
Northern	3,068,400	235,800	41,369	3,345,569	3,068,400	81.57			23,111	14,455	122,736	4
*Peterboro' and Shirley	67,700	.....	.....	67,700	67,700	9.36			210,126	154,271	.....	..
*Portsmouth and Concord	230,000	.....	.....	230,000	230,000	47.00	(Sold to Fitchburg R. R. Co.)		.....	.....	.....	..
Sullivan	500,000	750,000	277,210	1,527,210	1,480,730	25.26		55,567	26,905	28,662	13,785	6
*White Mountains (N. H.)	200,000	.....	.....	200,000	200,000	20.78	(Leased to B., C. & M. R. R. Co.)	68,040	52,674	15,366	.....	..
Wilton	212,000	4,000	.....	216,000	238,227	15.43	(Leased to Nashua & Lowell R. R. Co.)		.....	10,000	9,995	5
Total	$12,663,321	$4,032,898	$685,063	$17,381,282	$17,000,806	557.42		$779,161	$373,378	14,000	12,720	6
											.....	..

To obtain the exact length of railroad in New Hampshire subtract from the above 10½ miles of the Cheshire railroad lying in Massachusetts, and add as follows:

	Miles.
Atlantic and St. Lawrence R.R. from Maine.	52.00
Boston and Maine R. R. from Massachusetts.	40.17
Nashua and Lowell R. R. "	6.22
Worcester and Nashua R. R. "	6.57
Total from other States	104.96

Railroads marked thus (*) have been recently re-organized on a reduced capital. In all cases the capital account and cost of property are stated as found on the books of the several companies.

Rights of Forwarders.

DISCREPANCY BETWEEN THE AMOUNT STATED IN THE BILL OF LADING AND THAT ACTUALLY SHIPPED. WHEN A BILL OF LADING IS OPEN TO EXPLANATION BY PAROLE EVIDENCE. CARRIERS ENTITLED TO RECOVER FREIGHT FOR THE AMOUNT ACTUALLY DELIVERED.

The defendant purchased of one A. W. Horton at Buffalo, a cargo of wheat in bulk, to be delivered on board of a canal boat. The assignor of the plaintiff stood by and saw all the wheat weighed into the boat; and at the time of the delivery he executed two bills of lading, one of which he retained, and the other was sent forward to the defendant Peck, the consignee. In these bills the quantity of wheat specified was 5,589 bushels. Horton then made his draft upon Peck for the amount, which was presented the next day after the bill of lading arrived, and was paid upon the faith of the bill of lading before the wheat arrived. Millers have no other evidence of the amount shipped than the bill of lading, and it is customary to pay drafts without waiting for the arrival of the boat.

Upon delivery at Rochester, the wheat fell short 124¼ bushels; it being worth $1 per bushel. The consignee availed himself of the provisions of the bill of lading, and deducted the deficiency from the balance of freight due to the captain. The captain subsequently assigned his claim for freight to the plaintiff Meyer who instituted this action against the defendant Peck the consignee. The tally on inspection at Buffalo was found to be correct. The custom among millers and boatmen at Rochester, is, if wheat falls short, to deduct the deficiency from the freight due; if it overruns, the captain demands, and is paid for the excess.

Upon the trial of the action the court was requested to charge, that this bill of lading was, as respects quantity, a contract and not like a mere receipt open to explanation; and also that if the jury believed the draft was paid upon the faith of the bill of lading, then the plaintiff was estopped from showing any deficiency; but the court refused both of these requests, and on the contrary charged the jury that the bill of lading was not conclusive, but was merely evidence to raise a presumption, and that the plaintiff was at liberty to show that the quantity admitted to have been received on the face of the bill was not actually received. And also that if the jury should find that such was the fact, and that the plaintiff's assignor delivered at Rochester all the wheat in fact received, although less than the amount admitted in the bill of lading, the plaintff was entitled to recover. The jury found a verdict in favor of the plaintiff for $95.88; and from the judgment entered thereon the defendant appealed to the General Term of the court. The following is the opinion delivered at the decision of the case, by the appellate tribunal.

SMITH E. DARWIN.—The exception taken by the defendants counsel to the refusal of the circuit judge to grant the motion for a non-suit in this case I think is not well taken. It appeared when that motion was made that the witness Pettis the plaintiff's assignor, had received of the defendant's agent at Buffalo a quantity of wheat for transportation to Rochester consigned to the defendant. That he signed a bill of lading in which the wheat is represented, as consisting of 5,589 bushels. The plaintiff gave evidence tending to prove that all the wheat received by Pettis was in fact delivered, although it appeared that there was a discrepancy of 124 bushels between the quantity in the bill of lading, and the quantity actually delivered to the defendant at Rochester. As between the parties a bill of lading is a mere receipt and so far respects the condition and quantity of the goods shipped, is open to explanation by parole evidence. The defendant was both shipper and consignee.

It was therefore a question for the jury upon the evidence given, whether Pettis delivered all the wheat he received. If he did the plaintiff was entitled to recover for the freight of the whole quantity delivered and the defendant was not entitled to retain the value of the 124 bushels not received by him. The motion for a non-suit was therefore properly denied. Several exceptions were taken to the charge and to the refusal of the judge to charge as requested. The judge was requested to charge that the bill of lading was conclusive as to the quantity of wheat mentioned in it, and the defendant was entitled to recoup the value of the deficiency, as against any claim for freight. The judge refused so to charge, and, on the contrary, charged that the bill of lading was not conclusive, but was merely evidence to raise a presumption which must be overcome by the plaintiff. The exceptions to the charge and the refusal to charge in this particular present the same question raised on the motion for a non-suit, and are not well taken, if the relation of the parties remained unchanged by the proof given in the further progress of the trial. The complaint states that A. W. Horton, the duly authorized agent of the defendant shipped upon the canal boat C. Barnes of which C. Pettis was master, the cargo of wheat in question. This allegation is not controverted in the answer and must therefore be taken as true for the purpose of this action. The proof given by the defendant is however in conflict with this allegation. The defendant testified that he purchased the wheat of A. W. Horton, and the bill of sale, bill of lading, and draft for the payment would all seem to establish that statement, I think from the evidence, that such must have been the fact. Horton would stand upon this assumption in the relation of vendor of this wheat to the defendant. I cannot see that this change of relation between Horton and the defendant changes the actual rights of the parties. The contract of sale was made at Buffalo. Nothing was paid at the time, and no title to the wheat passed till the delivery of it to the carrier. Upon the assumption that the carrier delivered to the defendant all the wheat he received of the vendor at Buffalo, it follows that the vendor did not deliver all the wheat purchased by the defendant. This was a question of fact, and was the question at issue and tried and submitted to the jury. The carrier was the agent of the consignee to receive the property, and if he accounted for all he received to the defendant, the latter has a just claim for recovering back of Horton, the vendor. For the deficiency in the quantity of wheat, if he has paid for the whole quantity purchased. Horton and Peck were the original parties, and Pettis, the carrier was a mere intermediate man between them. If Horton had notice of the commencement and pendency of this action, he would be bound by the result, and the defendant might recover of him the amount mistakenly paid upon draft, for the purchase money of this wheat. Between Horton and Peck the case was, and is open to all the equities between them as original vendor and vendee of this wheat, and their rights are not at all changed or affected by anything done after its shipment.

If the bill of lading had been transferrred by Peck to a *bona fide* purchaser for a valuable consideration paid on the faith of it, Pettis, the captain of the canal boat, who signed the bill of lading, and any assignee of the freight from him, would be concluded by the bill and would be estopped from showing any mistake in regard to the quantity shipped. But the defendant does not occupy the position of an assignee of the bill of lading for value. He was the original vendee and consignee of the property. It is true, he accepted a bill for the amount of the whole purchase, but he could not have done so on the faith of this particular bill of lading, for it did not embrace the whole quantity of wheat specified in the bill of sale, and it does not appear when the residue of the wheat was shipped by Horton or received by the defendant. But the rights of Peck in any point of view cannot be higher than they would have been, had he actually paid for the whole quantity of 7,494 bushels of wheat, at Buffalo, at the time of the purchase, before any of it was shipped. The wheat, it appears, was then probably in bulk, in the elevator, from which it was subsequently delivered to Pettis. In such case there would be, between parties, simply a failure to deliver the whole quantity purchased, and the vendor would be bound to make up the deficiency.

This view of the relation of the parties to each other disposes also of the other exceptions taken at the trial to the charge as given, and to the refusal of the judge to charge as requested.

As the defendant was not in a position to possess the rights of an assignee for value, but was really the principal or one of the principal parties in the transaction, the judge was right in the charge and refusal on this question. The case was properly submitted to the jury on the main issue of fact, the issue relating to the quantity of wheat actually received and delivered by the carrier, and they having found for the plaintiff on that issue, their verdict, I think, is conclusive, and cannot be disturbed. The judgment should be affirmed.

☞ The Cleveland, Columbus and Cincinnati Railroad Company are engaged in altering several of their wood burning engines to coal-burners.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	—
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	—
1 Apr. '60	—	—	—	67.2	---	---	-----	Mobile and Great Northern	84,230	-------	-------	36,646	79,664	-------	116,310	-------	-------	-------	-------	—	—
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	—
29 Feb. '60	88.5	28.4	----	------	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	---	---	-----	*North East and South West*	600,000	*	—	650,000	-------	-------	1,030,957	-------	-------	-------	-------	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	---	---	-----	Cairo and Fulton	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793 850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	—
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	-------	-------	23.8	45,543	77,028	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,956,739	1,810 500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,876	354,136	14	136
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,464,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	-------	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	-------	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	-------	1,573,568	66.0	148,820	130,295	-------	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	-------	5,717,523	117.4	579,659	925,075	325,573	----	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	-------	66.0	-------	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	-------	-------	75,672	—	—
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	-------	—	744,520	-------	4,641	749,171	5.0	-------	21,195	-------	6	----
								FLORIDA.													
-- -- '59	154.2	—	----	—	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	—
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	-------	10,255	1,504	—	—
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,827	8	125
-- '59	30.0	—	----	133.5	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	—
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	—
30 Apr. '59	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	62	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	-------	-------	3,500,000	4,500,000	-------	10,000,000	220.0	845,981	994,569	225,786	13m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	-------	10,195,257	168.0	-------	1,514,478	242,564	----	51
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-------	-------	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	----	----
Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	-------	7,473,049	228.4	-------	1,093,934	309,567	3½	56½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	-------	-------	580,000	-------	-------	84.0	-------	-------	-------	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,200	-------	10,469,355	261.3	792,029	1,462,752	652,260	----	66½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	0 6,208	*	—	1,600,000	2,391,000	-------	-------	175.0	-------	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	-------	33,221,720	708.3	-------	2,721,591	850,630	—	56
-- -- --	—	—	—	81.5	---	---	-----	Illinois River	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	—
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	-------	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	—
-- -- --	—	—	—	129.0	---	---	-----	Peoria and Hannibal	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	—
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	—
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000,000	100.0	oper.by	Bur. &	Quincy.	----	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	-------	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	—
								INDIANA.													
- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,196,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	—
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29.0	-------	-------	-------	—	—
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,432	—	—
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	-------	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,693	*	10,000	835,971	1,025,700	48,673	2,272,357	84 0	-------	236,397	80,109	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	-------	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	—
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	—	—
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	—
30 Nov. '60	73.0	—	----	—	18	25	298	Terra Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	-------	404,599	232,773	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	—
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86.0	7 mo's.	85,329	46,771	—	—
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-------	-------	-------	—	—
-- -- --	—	—	—	438.0	---	---	-----	Iowa Central Air Line	-------	-------	-------	245,000	755,000	-------	-------	-------	-------	-------	-------	—	—
31 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	-------	-------	—	—
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	-------	20.0	-------	-------	-------	—	—
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	—	694,444	71,000	-------	-------	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '60	29.0	—	----	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	-------	724,865	29.0	-------	120,324	54,274	7	80
30 Jun. '60	65.1	—	----	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	-------	1,662,740	65.0	-------	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	613,803	716,478	371,122	—	—
-- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	-------	-------	-------	-------	-------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22.0	-------	-------	-------	—	—
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	—
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	8,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '59	206.0	—	----	205.0	30	19	864	*N. O. Jackson and Gr. Northern*	5,639,562	618,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-------	758,774	-------	—	—
Aug. '60	58.7	—	----	186.8	---	---	-----	*Vicksburg, Shreveport & Texas*	1,062,691	*	—	1,285,015	243,969	108,434	1,710,819	58.7	-------	-------	-------	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '60	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May, '61	65.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	8	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	.....
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	—	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	568,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	44
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May, '60	74.3	6.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
31 May, '60	47.0	7.0	22.3	—	23	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	107
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	183,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	76
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	884,685	327,590	4	56½
30 Nov. '60	19.9	1.3	8.6	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	87.7	337,451	652,865	272,299	6	100½
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,228	—	214,296	62,900	300	333,884	26.4	57,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	122,511	251,683	72,097	8	108
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	491,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.0	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	35.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	.....	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.8	413,017	642,406	316,185	6	102½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	43,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393.589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,000	316	470,511	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048	—	—	385,200	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	297,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,582	12,940,644	192.0	.....	1,881,351	888,254	—	114½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,403,409	45.7	180,153	229,332	102,604	6	53½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	43
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,674	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	17
-- --	--	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	—	—	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	227,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,425	78,975	—	.....
-- --	--	—	—	.....	...	...	.....	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	52
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	...	...	.....	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	98½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,806	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	...	...	.....	New Jersey	3,689,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	16.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	...	...	.....	Warren	1,740,718	*	—	1,140,600	600,000	718	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,576,099	50,000	.....	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	.....	2,389,559	ope	r. by W	estern.	.....	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,492	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	5	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	450,000	ope	r. by Erie.		24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000	ope	r. by Erie.		30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	.....	150.0	967,065	2,047,145	778,121	—	34
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '60	297.8	258.1	313.8	—	211	237	3,171	New York Central	31,106,094	—	963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,678,400	6	76
30 Sep. '60	446.0	19.0	282.6	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	25½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '60	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	—	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	.....	4,577,000	121.8	395,128	458,912	153,060	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	5	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	.....	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	.....	ope	r. by B.	N. Y. &	E.	22,047	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketta Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	.....	.....	ope	r. by Ren	s. & Sar.		5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	.....	13.0	.....	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	.....	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	.....	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	.....	.....	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	.....	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	.....	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	.....	96.7	212,235	351,167	178,067	10	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	...	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	...	...	...	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	...	...	...	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	238,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '59	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	.....	286,368	81,508	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0	.....	597,633	71,256	—	—
31 Mar. '61	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	.....	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	100
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,241,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	96.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	.....	.....	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	...	...	Cleveland and Pittsburg	9,220,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	13
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	28½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	457,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865	—	—
-- -- '59	86.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	588,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	206.9	452,655	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	8	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	353,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	.....	.....	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	65
30 Nov. '59	36.3	—	2.5	—	3	8	—	East Pennsylvania	900,000	16,617	—	286,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.6	.....	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	...	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	.....	9	...	...	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	19
31 Dec. '60	20.0	—	4.0	—	...	...	...	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	783,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,999	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	28
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	...	...	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,896	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	.....	24,353,896	151.4	.....	3,312,546	1,625,985	....	15½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	.....	200.5	43,677	1,236,597	471,712	6½	40

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,600	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	—	—	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	----	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	573,616	----	----	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	—	—	—	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	4	1	445	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	8,502	----	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	199,878	238,420	860,339	—	44
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----	----	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	845,543	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,419	108,172	2,067,325	102.6	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	—	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----	----	—	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859.	59.0	—	----	40.1	7	3	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,563	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	----	----	1,350,695	ope	r. by Vt.	Central	----	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,183	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
25 Mar. '59	199.8	—	----	—	—	—	----	*Milwaukee and Minnesota*	----	----	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----	492,454	----	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----	7,500,000	234.4	----	883,186	439,943	—	17
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '59	158.5	—	----	—	26	24	841	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	----	----	—	11
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	12
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	38
30 Sep. '58	324.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----	46,954,261	761.0	2,049,997	1,069,219	4,000	6	----
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
31 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----	----	4,451,012	108.0	193,683	116,225	41,985	—	—
30 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----	----	—	----	----	----	----	61.5	----	----	----	—	----
								NEW GRANADA.													
— Dec. '60	48.7	—	----	—	----	----	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	----	1,550,873	1,936,131	12	107

New York Stock Exchange.

Highest Sale Prices for the week ending Dec. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Federal Stocks:—						
U. S. 6s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	82¾	83	82½	80	----	80
U. S. 5s, 1865	88½	----	88	86½	----	----
U. S. 6s, 1881, reg.	89¾	----	89¾	88	88	87¾
U. S. 6s, 1881, cou.	92¾	92¾	----	93	92	----
U. S. 6s, 1862	----	----	92¾	90½	----	----
U. S. 6s, 1867	----	----	----	----	88	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	----	----
State Stocks:—						
California 7s	81⅛	82	81⅛	80¾	80	80
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	82	82	----	----	----	80
" Canal bonds	79½	----	----	79	79	----
Indiana 5s	----	----	77	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	57	----	58	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	88	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	40¾	41	----	39	38½	37½
Do. iss. to H. & St. J. R.	----	----	48½	----	----	----
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	58	----	----	----	----	53½
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	93½	----	92¾	----	----	----
Tennessee 6s, 1890	41¾	41½	43	40½	40⅝	40½
Virginia 6s	48	48	----	46	47	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	59	58½	----	53	----	51
Chicago and Rock Isl.	51½	51½	----	47½	48⅝	56½
Clev., Col. and Cin.	----	101	----	100	100	100
Clev. and Pittsburg	15	14½	----	12	14	13
Clev. and Toledo	----	33¾	33½	29¾	29¾	28¾
Del., Lack. and West	----	----	----	----	----	----
Galena and Chicago	71	71	71⅛	68	70½	66¾
Hudson River	----	37½	----	34½	36	34
Illinois Central (scrip)	----	60¾	60⅝	57	59	56
Michigan Central	----	48½	49½	45½	45½	43
M. S. and N. I. guar'd,	----	39½	38½	37	37½	36⅞
M. S. and N. I.	18½	18½	18½	17	18	17
Mil. and P. du Chien	----	19	----	17¾	17	17
M. and P. du C. 1st pref.	----	----	----	----	----	75½
M. and P. du C. 2d pref.	----	60	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	78½	78½	78½	76¾	77	76
Erie	32	32½	31½	27	27½	25½
Erie pref.	53½	53¾	53½	48	48½	46
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12	11¾	11⅝	10½	11	10½
N. Y. and H. "pref."	----	29½	29½	26	----	25½
Panama	114¾	114¾	----	109	110	107
Phila. and Reading	34	----	----	32	----	30½
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Ohio. and N. W. 1st M.	----	----	----	38½	38¾	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	81	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	78	77½	77¾	----
Chi., Bur. and Q. 8 p.c.	----	----	----	----	94½	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	99	----	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	104½	103½
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	77	----	----	----	77	76
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	88	88	----	87	87
" " 6p.c. '75	----	88	88	----	87	87
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
La Crosse & Mil. L. G.	12½	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	91	90½	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	59	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	78	----	77	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	83	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	91	----	----
" 1 M. 7 p.c. '64	----	----	----	101	----	----
" bonds 1876	----	----	101	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	83	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	86	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	96½
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	73	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	----	82½	----	82½	82	----
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	87	88½	88	82	83	81

The following are the closing prices in the London Market on the 29th November:

United States 5s, 1874	70	to	74
Virginia 6s	40	"	45
Erie shares, ex assessment scrip	24	"	26
Erie shares, 7 per cent. preference	44	"	46
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875 x. c.	73	"	75
Illinois Central 7s, 1875	77	"	79
Illinois Central $100 shares, $80 paid, dis.	45	"	43
Illinois Central, all paid	54	"	58
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882 - x.c.	79	"	81
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	78	"	80
New York Central 7s, 1864	88	"	90
New York Central 7s, 1876	88	"	90
New York Central 7s, 1876	90	"	96
New York Central $100 shares	68	"	70
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	88	"	90
New York and Erie, 3d mort., '83, assented	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872 x.c.	97	"	99
Pennsylvania Central 6s	82	"	84
Pennsylvania Central 2d mortgage	78	"	80
Pennsylvania Central $50 Shares	30	"	35
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, December 21, 1861.

Share and Money Market.

The Share Market the past week has been an extraordinarily excited one, owing to a complication of causes, the principal of which are the report, of the Secretary of the Treasury, which has been very badly received by the public, and which threatens to bring the Treasury and the Banks in direct collision; and the English imbroglio growing ont of the Slidell and Mason affair. The alarm from this cause is somewhat subsided, as no one really believes war between this country and England to be possible. The Share Market has fallen off very heavily. Money is loaned only very sparingly, and much higher rates are asked. The demand, however, is small. Exchange which on Monday was at 111, has fallen off somewhat. The public mind still remains in a very disturbed state.

The interest on the first mortgage bonds of the Brooklyn City and Newton Railroad Company, falling due on Jan. 1, will be paid, on the 2d, at the office of the company.

Holders of Trustees certificates for over-due coupons of the 4th mortgage bonds of the New York and Erie Railroad Company, are notified that payment is now being made at the office of the Receiver, at the foot of Duane-st., of the coupons of April and October, 1859, for which certificates have been issued (with interest from May 1, 1861, to Dec. 15, 1861,) out of the balance in the Trustees' hands from assessments, and out of the net earnings of the road applicable to that purpose, under the order of the Supreme Court.

The Minnesota Mining Company have declared a semi-annual dividend of three dollars per share, (making in all $8 per share, or 16 per cent. on the capital stock), from the net earnings of the year 1860, payable at the office of the company in New York, on and after the 6th of January ensuing.

Holders of the first mortgage bonds of the Jeffersonville Railroad Company are notified that the company will redeem on the 1st of January next, a the office of the United States Trust Company, New York, at the lowest bid below par, a part of its first mortgage bonds, agreeable to the provisions of a contract pertaining thereto, bearing date April 14, 1859. Offers for the sale of said bonds, should be addressed, under seal to the United States Trust Company, and indorsed "Offers of the first mortgage bond (or bonds) of the Jeffersonville Railroad to the sinking fund," which offers or bids will be received until noon of the 1st day of January aforesaid.

The annual meeting of the stockholders of the Cleveland, Columbus and Cincinnati Railroad Company, will be held in Cleveland on the 8th of January next, for the election of eleven directors, and for the transaction of important business relating to the purchase of that part of the Springfield, Mount Vernon and Pittsburg Railroad lying between Delaware, Ohio, and Springfield, Ohio, and other business. The transfer books will be closed on the 27th inst., and remain closed until the 9th January next.

The Boston and Worcester Railroad Company have declared a dividend of 4 per cent., payable Jan. 1, 1862.

The Boston and Lowell Railroad Company have declared a dividend of 2¾ per cent., payable Jan. 1, 1862.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1861, was submitted at the meeting of the stockholders held on the 11th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers	$648,372 39
" way "	1,604,780 50
" through freight	3,160,791 91
" way "	1,503,657 01
" mail transportation	95,765 00
" express	62,780 00
" rents, storage, etc.	232,895 25
Total	$7,309,042 06

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:

For passenger business	$1,535,370 68	
For freight business	3,112,608 43	
		$4,647,979 11
For interest, including interest on debt certificates held for the sinking fund	$1,001,977 16	
For sinking funds	114,965 15	
For rent of Niagara Bridge and Canandaigua Railroad	60,000 00	
		1,176,942 31
For dividends, viz:		
No. 15, Feb., 1861, 3 per cent.	$720,000 00	
No. 16, Aug. 1861, 3 per cent.	720,000 00	
		1,440,000 00

The transportation expenses for the year ending September, 1861, were 63.59 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1861, were $1,484,120 64, eqal to 6.183 per cent. on the amount of the capital stock of the company.

SUMMARY *of all transportation expenses for the year ending September* 30, 1861, *as shown by the following tables:*

	Amount.	Allotted to Passenger Transp.	Allotted to Freight Transp.
Maintaining roadway and real estate	$1,632,673	$544,225	$1,088,449
Repairs of machinery	966,073	321,159	644,913
Operating the road	2,049,233	669,987	1,379,246
Total	$4,647,979	$1,535,371	$3,112,608

COST OF OPERATING THE ROAD.

	Amount.	Pass. Transp.	Allotted to Fr't Transp.
Office expen., stationery, etc.	$20,518 15	$11,538 41	$8,979 74
Agents and clerks	243,134 15	88,737 60	154,396 55
Labor, loading and unloading freight	242,414 36	.....	242,414 36
Porters, watchmen & switchtenders	162,210 36	60,736 78	121,473 58
Wood and water stat. attend.	42,446 88	14,148 96	28,297 92
Conductors, baggagemen and brakemen	154,003 75	78,545 77	75,457 98
Engineers and firemen	198,484 61	74,621 40	123,863 21
Fuel, and preparing for use	659,141 29	219,713 76	439,427 53
Oil and water	90,691 72	30,230 54	60,461 18
Loss and damage of goods	19,739 83	429 55	19,310 28
Damage for injuries of persons	15,740 20	3,935 05	11,805 15
Damage to property, including damages by fire and cattle killed on road	4,276 86	1,425 62	2,851 24
General superintendence	54,175 91	18,058 64	36,117 27
Contingencies	122,255 00	67,865 00	54,390 00
Total	$2,049,233 07	$669,987 08	$1,379,245 99

COST OF MAINTAINING ROADWAY, REAL ESTATE, AND MACHINERY.

	Amount.	Pass. Transp.	Allotted to Fr't Transp.
Repairs of road-bed and railway, except cost of iron	$793,070 80	$264,356 93	$528,713 87
Cost of iron (including cost of chairs, etc.) used in repr's	479,672 18	159,890 72	319,781 46
Repairs of buildings	182,646 57	60,892 19	121,764 38
Repairs of fences and gates	18,645 00	6,215 00	12,430 00
Taxes on real estate	155,555 85	51,851 95	103,703 90
Repairs of Mohawk turnpike	3,082 70	1,027 56	2,055 14
Total	$1,632,673 10	$544,224 35	$1,088,448 75

Cost of repairs of machinery :—

	Amount.	Pass. Transp.	Allotted to Fr't Transp.
Repairs of engines and tend.	$393,931 58	$131,310 52	$262,621 06
Repairs of pass. and bag. cars	170,946 50	170,946 50	.....
Repairs of freight cars	344,488 16	.....	344,488 16
Rep. of tools & mach. in shops	31,587 35	10,529 12	21,058 23
Incidental expenses	25,119 35	8,373 11	16,746 24
Total	$966,072 94	$321,159 25	$644,913 69

STATEMENT *of monthly earnings, commencing with May*, 1853, *the date of the consolidation.*

Years.	April.	January.	February.	March.
1853	.....	.....	.....	.....
1854	$335,362 14	$315,113 40	$429,277 77	$501,905 83
1855	425,037 65	316,274 82	538,257 15	654,268 77
1856	447,104 30	381,802 14	521,199 87	717,917 21
1857	460,552 14	458,139 83	687,979 99	713,988 04
1858	430,375 86	390,430 67	537,857 87	668,424 73
1859	380,348 68	370,544 36	509,210 54	478,562 63
1860	387,128 14	402,530 38	561,078 49	585,140 94
1861	489,065 04	420,792 98	627,050 56	689,688 38

Years.	May.	June.	July.	August.
1853	$419,287 20	$375,040 99	$330,794 80	$491,546 00
1854	510,820 88	476,578 60	425,766 15	520,075 42
1855	633,381 69	521,486 48	471,217 97	548,008 09
1856	710,554 80	651,870 70	624,605 09	697,857 54
1857	655,256 61	571,536 42	565,340 67	663,085 87
1858	510,197 42	432,195 40	458,663 80	538,048 16
1859	409,627 84	447,813 16	504,217 40	591,919 97
1860	551,699 52	495,942 82	544,494 07	692,382 21
1861	677,073 25	558,742 90	523,137 58	562,075 67

Years.	September.	October.	November.	December.
1853	$581,914 96	$560,904 51	$461,729 16	$446,964 15
1854	646,836 54	649,420 12	567,227 01	432,861 72
1855	719,070 41	736,421 82	674,941 04	668,902 13
1856	873,817 59	950,379 99	750,928 19	687,576 71
1857	862,516 95	647,286 23	615,367 01	646,192 49
1858	653,373 06	653,660 81	600,919 81	510,424 64
1859	743,598 98	709,671 26	637,792 13	520,396 27
1860	868,984 78	811,457 62	730,736 93	523,046 54
1861	696,174 61	.....	.....	.....

Comparative statement of funded debt and capital stock on the 30th September, 1860 *and* 1861:

	1860.	1861.
Debt certificates, less amount of sinking fund	$7,745,000	$7,552,000
Bonds for convertible loan	3,000,000	3,000,000
Debts of the former companies outstanding	550,372	263,554
Bonds for funding the debts of former companies	1,308,000	1,553,000
Bonds for railroad stocks	680,000	680,000
Bonds for real estate	175,000	166,000
Bonds to Buffalo and N. Falls R. R. Company	86,000	82,500
Bonds of B. & N. F. R. R. Co.	35,000	24,000
Bonds and mortgages	253,151	301,951
Convertible bonds, payablo in 1876	500,000	990,000
Total amount of funded debt	$14,332,523	$14,613,005
Capital stock	24,000,000	24,000,000
Total amount of fund. debt and capital stock	$38,332,523	$38,613,005

Cost of road and equipment:

	By last report.	To present time.
For graduation and masonry	$6,777,106	$6,777,106
For bridges	808,068	808,068
For superstructure, includ. iron	10,340,641	10,378,799
For passenger and freight stations, buildings & fixtures	1,176,521	1,216,521
For engine and car houses, machine shops, machinery and fixtures	845,113	996,122
For land, land damages and fences	4,089,117	4,276,082
For locomotives and fixtures, and snow plows	2,351,466	2,351,466
For passenger and baggage cars	851,128	851,128
For freight and other cars	2,054,483	2,054,383
For engineering and agencies	603,529	603,529
Construc. account of the R. & L. O. R. R. Co.	150,000	150,000
Construction account of the B. & N. F. R. R. Co.	658,922	658,922
Construction acc't of the Lewiston R. R. Co.	400,000	400,000
Total cost of road and equipment	$31,106,094	$31,524,226

INCOME ACCOUNT—*For the year ending Sept.* 30, 1861.

To expense of maintaining and operating road		$4,647,979 11
To coupons and interest		1,001,977 16
To dividend No. 15, Feb., 1861, 3 per cent.	$720,000	
To dividend No. 16, Aug., 1861, 3 per cent.	720,000	
		1,440,000 00
To future income: Amount of one year's contribution to sink'g funds, transferred to Current Income Account:		
Debt certificates	$111,764 57	
Bonds to Buffalo and Niagara Falls R.R.Co.	3,200 58	
		114,965 15
To rent of the Niagara Bridge and Canandaigua Railroad		60,000 00
To sundry bad, doubtful, and disputed balances and items, accruing from the business of several years past, now charged off under authority of the Board of Directors		164,754 40
To balance, Sept. 30, 1861		1,576,378 45
Total		$9,006,054 27
By balauce, Sept. 30, 1860		$1,697,012 21
By passenger receipts	$2,315,932 89	
By freight "	4,664,448 92	
By mail "	95,765 00	
By miscellaneous "	232,895 25	
		7,309,042 06
		$9,006,054 27

STATEMENT *of earnings from passengers, freight and all other sources, for the years ending September* 30, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860 *and* 1861.

	Passengers.	Freight.	Other Sources.	Total.
1853.	$2,829,669	$1,835,572	$122,279	$4,787,520
1854.	3,151,514	2,479,821	287,000	5,918,335
1855.	3,242,229	3,189,603	131,749	6,563,581
1856.	3,207,378	4,328,041	171,928	7,707,348
1857.	3,147,637	4,559,276	320,339	8,027,251
1858.	2,532,647	3,700,270	295,496	6,528,413
1859.	2,566,370	3,337,148	297,331	6,200,849
1860.	2,569,265	4,095,934	292,042	6,957,241
1861.	2,315,933	4,664,449	328,660	7,309,042
8 y's.	22,732,973	30,354,542	2,124,545	55,212,060

BALANCE SHEET—*From General Ledger, Sept.*30, 1861.

			Dr.
Railroad and Equipment			$31,524,226 15
Cash in banks		$50,531 25	
Passenger and freight agents; balance, since remitted		521,503 23	
			572,034 48
Buffalo and State Line R. R. Co. stock		557,800 00	
Troy Union R. R. Co. stock		41,500 00	
Hudson River Bridge Co. stock		30,240 00	
Lake Propeller stock		291,591 00	921,131 50
Future Income: Proportion of debt certificates, etc., chargeable to the income of the company, pursuant to the consolidation agreement, from Sept. 30, 1861, to May 1, 1883			7,634,500 00
Fuel and supplies; surplus beyond $1,000,000			240,021 42
Bills receivable		$59,282 54	
General Post Office Department		26,186 66	
Real estate (Buffalo and Niagara Falls R. R. Co.)		32,500 00	
Real estate (Oliver Lee & Co.'s Bank)		35,406 38	
			153,375 58
Total			$41,045,289 13
			Cr.
Capital stock			$24,000,000 00
Funded debt Albany and Schenectady R. R. Co.		$125,000 00	
Do. Schenectady and Troy R. R. Co.		100,000 00	
Do. Buffalo & Rochester R. R. Co.		38,553 85	
			263,553 85
Funded debt Buffalo & Niagara Falls R. R. Co.			24,000 00
Debt certificates		$7,552,000 00	
Bonds for convertible loan		3,000,000 00	
Bonds for R.R. stocks		680,000 00	
Bonds for real estate.		166,000 00	
Bonds for funding debts of old Co's.		1,553,000 00	
Bonds to Buffalo and N. F. R. R. Co.		82,500 00	
Bonds conv., due 1876		990,000 00	
Bonds and mortgages		301,951 65	
			14,325,451 65
Bills payable			209,356 10
Unclaimed dividends		$8,930 04	
Expense of operating the road—paid in Oct.		306,889 87	
Coupons and interest—accrued to Sept. 30		330,829 17	
			646,549 08
Income account—balance Sept. 30, 1861			1,576,378 45
			$41,045,289 13

FUNDED DEBT.

Until the present year, no new issues of funded debt have been made by the Company since the $3,000,000 loan in 1854, except $318,000 of the Convertible Bonds due in 1876, as mentioned in the report of 1860. All the improvements on the line of road, purchases of real estate, as far as paid for, and additions to machinery and rolling stock, and other property of the Company, made in the meantime, were provided for out of income, until the amounts thus added to the construction and investments accounts had become too large to be carried by the income account, and that account was therefore refunded, in part, by an addition of $490,000 to the issue of convertible bonds due in 1876, as above stated.

The surplus of income account used for the construction and investment and accounts, remaining after this issue, was, on Sept. 30, 1861, as will appear by the following statement		$1,466,852 15
Construction account (see balance sheet		31,524,226 15
Investment account		921,131 50
Total		$32,445,357 65
Capital stock	$24,000,000 00	
Funded debt, less debt certificates and bonds to Buffalo & N. F. R. R. Co. for premiums allowed on stock at consolidation	6,978,505 50	
		30,978,505 50
Balance		$1,466,852 15
The value of fuel and supplies not included in the assets of the Company, as will appear from the balance sheet and inventory, is.		1,000,000 00
Surplus of income account, Sept. 30, 1861, invested as above stated		$2,466,852 15

CONSTRUCTION.

During the year ending with September 30, 1861, the following amounts were charged to construction:

For additional real estate	$188,964 87
For erections and improvements at West Albany, and on account of new engine house at Rochester	151,008 82
For half cost of rebuilding the Buffalo elevator, the balance having been charged to expenses, as stated in report of 1860	40,000 00
For cost of 5.36 miles of new and additional sidings laid down	38,157 84
Total	$418,131 53

ITEMS CHARGED TO EXPENSE.

During the same period, in addition to the extensive general repairs to the road-bed, machinery, and rolling stock, the cost of the following items has been charged to expenses:

The building of several new passenger, freight and water stations, the latter in some cases including the cost of caloric pumping engines.

The addition of 115 new freight cars to the equipment, including several iron cars.

The substitution of iron for wooden bridging mentioned in the report of last year has been continued.

There are now fifteen iron bridges upon the line, all brought into use within the last three years, of spans from 22 to 125 feet, the most considerable being that of several spans across the Mohawk river at Schenectady, the whole length reduced to single track being 3,973 1-6 feet, and the aggregate cost $91,372 40, all of which has been charged to expenses.

IMPROVEMENTS AT WEST ALBANY.

The very complete arrangements made at West Albany for the cattle trade, have proved to be highly important to the business and valuable to the interests of the company. That place has already become one of the great cattle marts of the country. Here the purchasers from New York and New England meet the drovers from the West, and the weekly market is one of great and increasing importance.

The machine and repair shops, also recently erected by the company at West Albany, have just been brought into use. They are substantial, but plain and appropriate structures, well designed for the purpose for which they were built, and will be productive of increased economy and efficiency in the management of the company's business.

With the exception of perhaps one building, very much needed for storing lumber and other supplies, and an additional smith shop, it is believed that no further additions of any considerable extent, to the arrangements thus made, will be necessary for some time to come.

These improvements had become very desirable, and the directors believe that they will prove to be very valuable in the working of the road, and meet the cordial approval of all who may feel inclined to inquire into their character.

The equipment of the road consists of 215 locomotives; 196 first class 8 wheel passenger cars; 40 second class and emigrant cars; 61 baggage, mail, and express cars; 2,759 freight cars; and 350 cars for gravel and other service. All the engines are in good condition, 115 freight cars have been added during the year, and charged to expense.

Miles run by passenger trains, 1,850,056; by freight trains, 2,727,730; by other trains, 369,367. Aggregate miles run by passenger cars in passenger trains, 5,593,178; do., by baggage, mail and express cars, do., 2,359,503; do., by freight cars, do., 3,263,170—aggregate miles run by all cars in passenger trains, 11,215,851.

Number of passengers carried in the cars, 2,153,944. Miles traveled by passengers, 116,174,787. Tons of freight carried, 1,167,302. Total movement of freight, or number of tons carried one mile, 237,392,974.

The rate of speed adopted for ordinary passenger trains is 28 miles per hour; by express trains, 35 miles; by freight trains, 15 miles.

Length of main line from Albany to Buffalo, 297.75 miles; length of side, or parallel branch lines, 258.13—total length of first track, 558.88; length of second track on main line and branches, 243.53; length of sidings, turnouts and switches, 126.25—total length of equivalent single track, 925.66 miles. Length of Niagara Bridge and Canandaigua Railroad, (leased) 98.46 miles; Branch line to elevator at Tonawanda, 1.63; sidings, turnouts and switches, 3.42—total length of equivalent single track, 103.51 miles.

Finances of Pennsylvania.

The Pennsylvania State Treasurer has given to the public his annual statement of receipts and expenditures for the fiscal year ending on the 30th November, 1861. The aggregate receipts foot up $3,743,525 against $1,359,612 of the previous year—being an increase of $2,383,913. In the receipts for the last fiscal year, however, is included $3,087,150 of military loans, less $606,000 returned by the general government. The balance in the Treasury at the end of the year is, however, $1,551,605, against $681,433 at the end of the previous year. That is, the State has increased its funded debt $3,087,150, and has an excess in the Treasury over the previous year of $870,172.

Debt of Ohio.

The report of the Commissioners of the sinking fund of the State Ohio, shows that the total debt for war purposes is $1,212,039. The funded foreign debt is $13,787,889. Funded domestic debt, $1,109,383. Making a total of $14,897,273. The trust fund held by the State is $62,759,540. Total annual interest, $1,048,979. Total receipts $1,639,981. Disbursements, $1,630,674.

☞ We are informed that business at the various locomotive shops is improving. Messrs. BALDWIN & Co., of Philadelphia have contracts in hand that will keep them fully employed until April next, with good prospects of additional orders. The ROGERS' LOCOMOTIVE AND MACHINE WORKS of Paterson, N. J., have several machines under way; and DANFORTH, COOKE & Co., of the same place are constructing three large coal burners for the Camden and Amby Railroad Company. Orders are also in course of negotiation by other builders.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of December 21, were as follows:

London—60 days' sight	110½ per cent.
London—3 days' sight	111 "
Paris—60 days' sight, per dollar	5f. 12½c.
Paris—3 days' sight, per dollar	5f. 7½c.
Amsterdam—60 days' sight, per guilder	42c.
Hamburg—60 days' sight, per marc banco	37c.
Frankfort—60 days' sight, per florin	42¼c.
Bremen—60 days' sight, per rix dollar	80½c.

(From Hallett & Co.'s Circular.)

The Share Market the past week has been very much agitated, in consequence of the recommendations in Mr. Secretary Chase's Report, which are unfavorably received; and the reception of further news from England of the manner in which the Slidell and Mason affair has been received there. The two influences combined caused, on Monday, a decline of some three per cent. on governments, and a larger one on railway and other shares. With regard to Mr. Chase's recommendations of the immediate adoption of a safety fund system for all the Banks of the country, and in that way of creating a market for his bonds, which are to be used as securities, it is too absurd to require a moment's notice, and will never be seriously entertained in Congress. His recommendation is really important only in this, that it will lead to a definite financial policy for the whole country adequate to its wants, and to a more perfect harmony of action between the Treasury and the business operations of the country. We consequently regard the late report of the Secretary as the stepping stone to a better financial system. The news from England is nothing more than what might have been expected; but the idea that the two countries are to be involved in a war about a matter which, in itself, is not a pin's account to either, but which is a proper subject of arbitration for any eminent jurist, is too preposterous to be for a moment entertained. Such, we understand, to be the views of our own government. When this fact is fully understood, the apprehension now felt will speedily subside. The effect of the panic and the indecision of the banks brought operations in the Money Market to very nearly a dead stand. Rates were largely advanced, while many refused to lend upon any terms. A much better feeling, however, was prevailing at the hour of sailing of the steamer, and a considerable proportion of the decline in the Share Market had been recovered.

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kennebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	69
"	700,000	6	1880	68
"	1,128,500	6	1875	71
"	1,000,000	6	1867	82½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan.'60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income (¼ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	101½
2d Mortgage	600,000	7	1875	102½
***Central Ohio:**				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	94½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	94½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	38½
2d Mortgage	2,000,000	7	------	19

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296,000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	77½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap.'60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	97
1st Mortgage (E. Extension)	1,500,000	---	1875	97
2d Mortgage	2,600,000	---	1881	88
Income (due 1862, '65 and '67)	265,416	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62–'72	98
3d Mortgage (convertible)	445,000	6	1874	97½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62–'63	99
1st Mortgage (S. F.) Coupon	1,671,000	7	1863	99
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	95

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	103¼
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	76
Convertible	1,002,000	7	1867	68
Illinois Central:				
Optional Right Scrip	38,000	7	1868	62½
Construction	12,885,000	7	1875	87
Construction	4,115,000	6	1875	87
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan.'60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.):**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Leo County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,509,000	6	------	90¼
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12½
2d Land Grant (Western Div.)	353,600	†	------	12½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	90½
1st Mortgage (nnconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	80
Northern Indiana, 1st	985,000	7	1861	88
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	80½
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	77
2d General Mortgage	2,465,000	7	1877	70
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	91
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	7,745,000	6	1883	91
Real Estate	221,000	6	1883	91
New Convertible	3,000,000	7	1864	100
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	101
2d Mortgage	4,000,000	7	1864	96
3d Mortgage (convertible)	6,000,000	7	1883	85
4th Mortgage (convertible)	3,729,000	7	1880	74
5th Mortgage	1,277,000	7	1883	68
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	94½
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	73
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91¾
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	6	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	70
2d Mortgage (convertible)	2,000,000	7†	'68-'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	72
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,347,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

(From the Journal of the Franklin Institute.)

On the Erie Experiments on Steam Expansion by U. S. Naval Engineers.

By SAMUEL MCELROY, C. E.

(Continued from p. 871.)

The per centum of refuse in the coal account varies in each trial. It is as low as 5.75 and as high as 18.53. For one-sixth cut-off it is 5.75, and for eleven-twelfths it is 6.83. The latter is therefore credited with the difference. Having already expressed our opinion of the special accuracy of experiment No. 2, which cuts off at $\frac{1}{3}$th, we need not reiterate obvious objections. It is enough to suggest that if, in experiments as delicately conducted as these, the same boiler work could not be realized in similar kinds of coal, a principle under investigation ought not to be charged with the difference, and also, that it is not perfectly clear that the difference between ashes in weight and that of the coal producing them, represents the absolute evaporative value of the coal. The manner in which the coal is burnt has something to do with that point.

There is a difference of vacuum against No. 2 which we do not find credited.

Experiment No. 7 ($\frac{1}{12}$ths) shows an average back-pressure in the cylinder of 4.2 lbs., while No. 2 shows but 2.8 lbs. In all these trials, it appears that expansion reduces back-pressure by a descending series, except a change in No. 7. But, without accepting this *experimentum crucis* of the condensation argument, the Board decides that back-pressure must be assumed at a common standard, which it accordingly takes at 2.7 lbs. from No. 3. Consequently, the mean pressure of No. 2, which is 13.6 lbs., is to be charged with the standard of 2.7, while that of No. 6, at 29.8 lbs., is credited with the difference between 4.2 and 2.7. This varies the relative horse-power, and is highly creditable to the treatment of the questions at issue.

The Board then enters into a long argument to show that the "net horse-power applied to the water by the paddles" is the only correct basis of calculation of work, rejecting the work which is done by the piston. This involves a difficulty, slight, however, to ingenious men. After the trials are over, they spin the wheels around at various speeds, and determine by indicator cards the exact "pressure due to the friction and resistance" of the organs of the engine, which they establish at the common standard, for all londs and all speeds, of 2.1 lbs. per square inch. The mean pressure of No. 7 bears this charge much more easily than that of No. 2.

In this case, the expansion is charged with the interesting fact that the friction of an engine, and especially an engine paddling water, is constant at all speeds, and under all loads. If the velocity varies in the proportion of 11.17 to 20.61, and the load varies in the proportion of 13.6 to 29.8, the effort is precisely 2.1 lbs. per square inch in each case. It is 15.4 per cent. in one, and 7 in the other. Morin, Weisbach, and others, have therefore been convicted of many "fallacious theories" on this matter of frictional and fluid resistance. Their results are entirely reversed.

And yet, granting all these equivalents, when we reach the last point of calculation, we find that the experimental result in net horse-power for No. 6 is 1,000, and for No. 2 is 1,065. It is not true, then, that it is better to cut-off at $\frac{1}{12}$ths than at $\frac{1}{3}$th, and, by consequence, it is not true that it is still better to follow full stroke. The summary of the report falls to the ground: *vox et præterea nihil*.

But the economy of full steam, we are told, is comprehended in the use of smaller engines, which are to save first cost, space and repairs. In what respect, except as to the bore of the cylinder, is the *Michigan's* engine to be reduced? The wheels, shaft, cranks, and connexions, condenser, air-pump, &c., at one end must retain their present strength and size, and at the other end the boilers must be as large and require as large coal bunkers. In reducing the bore of the cylinder, it would be improper to reduce the side-pipes and valve-chests, and the piston-stroke should not be shortened. Nothing, then, can be saved, except a few pounds of cast iron, a few bolts, and a little wrought iron and rubber. The modified engine will go to sea like one of the fashionable belles denounced in medical journals: the head, arms, and lower limbs fully developed, but the seat of vital action laced and compressed beyond all reason and contrary to natural health. If the Board holds that the friction of an engine is independent of its load, it may also hold that "wear and tear" is equally independent; otherwise the working parts save nothing in repairs or liability to fracture.

Again, we are informed in the report, that the pressure defined by the law of Mariotte, as derived from "abstract considerations," and illustrated by indicator cards, is "so specious, and apparently so conclusive (as a promise of economy in expansion), that up to within the last one or two years, the assumption passed unchallenged by the engineering profession;" but the Erie experiments claim to have overthrown this specious assumption.

We have analyzed these experiments sufficiently to show that, however improper their *modus operandi*, their results do not prove any loss in power. Let us now examine the theory of a loss which is asserted and not demonstrated.

It is asserted that, in the case of full steam travel; as the piston gradually uncovers the surfaces previously exposed to the exhaust, a condensation takes place, so that, at the end of the stroke, the cylinder surface is covered with a film of water at exactly the boiling-point, due to the pressure of its steam charge. When the exhaust valve now opens, this water evaporates, and the value of its heat is lost in the condenser.

When the cut-off is used, the condensation goes on in the same way, except that the film of water condensed before the valve closes commences to evaporate as the pressure falls, and re-evaporation takes place on the surface of the cylinder throughout the stroke, instead of after the return stroke, cooling down the surface during the whole time of expansion movement. This loss is said to be of a very serious character, and, like that due to full travel, must be made up at every new stroke.

This Board is twice mistaken. First, in assuming that engineers have depended on realizing the absolute results of Mariotte's law, without the modifications due to conditions of practice; and second, in assuming the merit of discovering this process of condensation.

The losses due to imperfect combustion and evaporation, foaming, condensation in steam passages, leakage of valves and joints, and back-pressure, certainly have been fully admitted, and are always anticipated. And precisely as far as these may, in practice, modify the results of an absolute law, our confidence in the law itself need not be affected. Imperfections in application, instead of inclining us to this monstrous argument, which would dispense with expansion because some of its benefits are vitiated, should only prompt us to the construction of more perfect machinery, by which the law itself may have a better development. No single portion of this report, no result attained, disproves the correctness of the law, and its whole argument, rightly understood, vindicates expansion against imperfect mechanism, imperfect management, and prejudiced experts.

As long ago as 1782, the master mind of the steam engine, in proposing to cut off at one-quarter, was discussing the effects of this principle of condensation. Since that time, all the way down, engineers have taken ordinary and extraordinary precautions against it. They have built fires under their cylinders, they have placed cylinders within cylinders, they have built around them brick-work houses, they have exhausted the varieties of non-conducting materials, in all kinds of felting and jacketing. There is not anything new, then, in this discovery of condensation, or the apparently neglected operation of external radiation.

Nor is it true that experiments on the assumed losses by condensation are at all novel. The author of the "Precedents" only provoke a smile when he congratulated himself as the first to compare the *tank* with the *indicator*. The idea is not at all patentable.

Nor is it anything of a novelty that comparisons between the tank and indicator should, on account of imperceptible boiler waste, foaming, steam-pipe and cylinder condensation, valve leakage, &c., show a per centage of difference depending on the comparative protections used against these losses. Nobody disputes it. Everybody anticipates it.

So fully, in fact, are engineers advised on this point, that when any experiment is presented to them, no matter by whom conducted, which claims to have found but 2.91 per cent. loss between the tank and indicator, they respectfully deny its accuracy. It is impossible to avoid a greater loss in the boiler itself, and between the boiler and steam-chest, and the valves, as well as in the cylinder. Take the case actually presented. The boiler pressure for experiment No. 6 is 36 lbs., and at the cylinder valve we have 34.9, or a little over 3 per cent. in that item alone. In No. 7, the boiler pressure is 36.9 and the pressure at the valve 34.8 lbs., or 5.7 per cent. less, in this respect alone. No credence whatever, then, can be given to the calculation, which sums up all the losses in $\frac{1}{12}$ths steam travel at 2.91 per cent., finding them for $\frac{4}{12}$ths, 37 per cent. The indicator cards given or experiment No. 6, show a final pressure of 29.3 lbs., whereas, with an initial pressure of 34.8, it should not have been less than 31.9. Here is a loss of 2.6 lbs. to be accounted for, or about 8 per cent., making a total for but two items of all those in force of 11 per cent., which the indicator cannot show. When we turn to the expansion card of No. 2 and No. 7, on the other hand, we find that the final pressure in the first case is 7.8 lbs., when it should not be over 5.71, being 2.09 lbs., or 37 per cent. in excess; in the second case it is 5.9 lbs. instead of 3.02, being 2.88 lbs., or 95 per cent. in excess. This excess the indicator has accounted for, as well as the tank, but the book-keeping of the Erie Board brings expansion still in debt.

Granting, for the moment, the correctness of the theory of condensation we have quoted, as an argument against expansion, when we come to compare it with the losses due to any condition of operation, what is its practical amount? Expanding or not, at every stroke the cylinder surface is exposed to the action of the exhaust, which must be much more formidable than the action of the steam charge, no matter what its conditions. Whatever this loss may be, is it not true that its effect, after the engine has attained uniform action and after the main valve closes, is confined entirely to the particular charge of steam enclosed by the valve in the cylinder; and, inasmuch as *pressure*, *temperature* and *volume*, are rigid measures, one of the other, how can it be denied that the indicator is a correct index of all such effects? As the indicator card does not in reality measure the operation of any given stroke on each side of the piston, but combines the steam travel of one stroke with the exhaust travel of the succeeding one, it is also a measure in any special steam travel of the effects of its precursor; and, until it can be proved that the volume and temperature of the steam charge can be changed without affecting its pressure, pressure must be taken as a direct index of each. We have looked in vain through this report for any postive denial of this principle. At the very close of the elaborate discussion of losses by condensation, it is stated that, "if there be any portion of the stroke during which the steam loses the form of vapor, a dynamic effect measured by that portion and the *wanting pressure*, is lost." It is beyond reason, then, to claim that the indicator will not measure any such "wanting pressure."

This theory of special loss by condensation, in expanding, must be tested by its evidences. Various experiments have been made at different times and by different authorities, with different results. Pambour, on one side, determines a slight loss, while Pole invariably discovers a gain. We have notes of careful experiments on an engine working generally under one-fifteenth cut-off, where the

sum total of all losses is 23.4 per cent. In other cases we have found it 16 per cent. As a matter of testimony by experiment, then, the "data" of the Board must face numerous results by no means "fallacieus," or "specious," or "purely theoretical."

To return to the argument of the indicator cards:—In experiment No. 6, there is a loss in final pressure of 8 per cent., and in back-pressnre, as referred to *mean pressure*, there is a loss of 14 per cent., and of 12 per cent. in *initial pressure*. In experiment No. 2, there is an excess in final pressure of 37 per cent. beyond that due to the initial steam and expansion, while the back-pressure is 20.6 per cent. of the mean pressure, and 8.2 per cent. of the initial. In experiment No. 7, the excess of final pressure is 95 per cent., the back-pressure being 42 per cent. of the mean, and 10.9 per cent. of the initial. Certainly there is no argument in such a state of facts as to losses *in the cylinder* by expansion, but there is a most fatal argument against the parade of accuracy, and perfect machinery, and valves which could not possibly be supposed to *leak*.

The experiments, as to back-pressure, confirm a point of simple demonstration, viz: that the reduction of steam volume per stroke involves a reduction of back-pressure, as referred to initial pressure, and that this item, in comparing similar volumes doing the same work, is not incressed by expansion. All the subtle deductions of the report on this point are incorrect, being disproved by its own results. As to economy of work, it appears that there is an absolute excess of pressure at the highest rate of expansion, and nearly double the final pressure due to the Mariotte law, which is a waste of power and steam to an enormous extent, and is chargeable to leaky valves, being an item of credit to the expansion account. When we remember that in boiler priming the results in waste are formidable against full steam travel; that this matter of condensation as applied to expansion *per se* and compared with other palpable losses, can have but little effect; that the whole course of these experiments tends to prevent the true illustration of economy in expansion, and does not assert the opposite in result; we may well be content to rest the examination of results at this point. If the Erie Board, in expanding $\frac{1}{43}$ths, burned over 6 lbs. of coal per horse-power per hour, we may readily accept the testimony of those engines which, at the same expansion, burn 2 lbs. per horse-power.

A certain mechanical principle underlies and controls the whole question of expansion, although its connexion is not commonly recognized. A principle which belongs to the primitive formations of all engineering theory and is indissolubly united to the very elements of motion. Our allusion to it involves a slight historical discussion.

In the abstract of this report given in the April number of this journal, Watt is credited with the first application of expansion as suggested to him by the announcement of Mariotte's law. The writer is in error in two respects; first, by the fact that Hornblower preceded Watt six years in the application of expansion as a source of economy, and second, that Watt's original application of the cut-off was made in view of the great principle to which we allude, viz: the effect of the *mass of an engine in motion*. Nor is the speculation as to Watt's unpublished experiments on expansion leading him to adopt a steam travel of three-quarters probable, as he made the mistake of the Erie Board and vitiated the results within his reach by using too low pressure. He proposed in 1782 to cut off at one-quarter. Trevithick in 1806 apprehended the question of economy much more fully, using steam at 40 lbs., and proposing to build an engine to cut off at less than one-sixth. And since that time, the whole Cornish school, instead of confining itself to this standard, has carried the grade of expansion in some cases to one-twentieth, not for purposes of experiment, but for regular duty. It is a very great mistake to suppose or to assert that, "until quite recently, it was the exception, and not the rule, to find new engines cutting off at less than one-half."

But without pausing here to sustain a very simple matter of record, we refer again to the fact, that when the genius of Watt superseded the *atmospheric* engine and used steam as a driving power, it also comprehended an inevitable law of motion, which demanded the application of the cut-off as a mechanical necessity, in advance of any idea of economy. We take an impregnable position, then, based on absolute principles, when we assert that the cut-off is an appurtenance which bears to every engine in full motion a relationship entirely independent of any question of economy, although this is a natural sequence, and that the idea of assuming full steam travel as a basis of comparative mechanical action is a misapprehension of engine duty.

The argument on this point is sufficiently clear in reference to all bodies in motion which have weight. To overcome the inertia of an engine, a certain surplus pressure must be applied to the piston, which corresponds with initial pressure, and is exceeded at no after point of the stroke. The mass being thus put in motion by charging it with surplus power, it is a mechanical absurdity to continue the initial pressure any farther than will suffice to complete the stroke by virtue of the surplus power imparted at the commencement. In the general application of this law, there is no distinction between single-acting and fly-wheel engines; mass in motion characterizes both.

It is an absolute necessity, then, in every engine, that the power necessary to complete its stroke properly, must be imparted to it in excess at an early period of such stroke; and inasmuch as the whole experience of the steam engine in practice abundantly confirms the theoretical conclusion that this surplus power may be exerted at a very early point of motion, this disposes of the expansion question, not only as to mechanical effect, but as to economy. For all the fine drawn arguments on condensation and re-condensation are of very little consequence to the mass which is by this time distributing its excess of power.

Viewed in this light, the doctrine of expansion divests itself of all incumbrances. We come back again to the principle of maximum useful effect. There is a given velocity to be imparted to a given load at the start. If a steam travel of four feet under ten pounds pressure will do it, who is to assert that a travel of one foot under forty pounds pressure will not do it equally well, better in fact, and much more cheaply? No experimental philosophy can prevail against a plain mechanical law like this, and certainly no such experiments as those we have here discussed. On the contrary, the most extensive, severe, laborious research, by the first men of the age, has brought out this law "seven times refined" for the benefit of the world. So long as we know that the maximum velocity of motion can be imparted to an engine before it reaches the half-stroke, we decide the fallacy of any argument which prescribes any later point of cut-off; and we also decide that the only limit to economy of steam by expansion, is to be determined by the practicable conditions of such initial motion, and the practicable perfection of construction.

Finances of Wisconsin.

The annexed report of the Treasurer of Wisconsin shows the operations of his department, for the year ending Sept. 30, 1860, to be as follows:

The balance in the general fund at the commencement of the fiscal year was	$39,045 46
The total receipts into the general fund, from all sources during the fiscal year, amount to	405,246 68
Making a total of	$444,292 14
The total disbursements during the year amount to	377,183 27
Leaving a balance on hand on the last day of the fiscal year of	$67,109 87

The receipts and disbursements of the war fund were:

Receipts	$818,758 56
Disbursements	791,875 92
Balance Sept. 30, 1861	$26,882 64

The entire receipts and disbursements of the State were:

Receipts	$1,869,488 68
Disbursements	1,625,555 12
Balance Sept. 30, 1861	$243,933 56

The amount of bonds issued under authority of the law, enacted by the Legislature of Wisconsin at its extra session was as follows:

1,000 bonds of the denomination of $100 each, redeemable on the 1st day of July, 1877, making	$100,000
200 bonds of the denomination of $500 each, redeemable on the first day of July, 1878, making	100,000
800 bonds of the denomination of $1,000 each, redeemable $100,000 on the first day of July, in the years 1879, 1880, 1881, 1882, 1883, 1884, 1885 and 1886, making	800,000
Total	$1,000,000

Of this issue there has been sold as follows:

5 bonds of $100 each	$500
90 " $500 "	31,920
794 " $1,000 "	555,800
Total	$588,220

Leaving now on hand:

188 bonds $1,000 of the five years' issue	$188,000
6 " $1,000 redeemable in the year 1879	6,000
110 " $500 redeemable in the year 1878	55,000
995 " $100 redeemable in the year 1877	99,500
Total	$348,500

Railroad Earnings--Monthly.

The earnings of the Toledo and Wabash Railroad for November, 1861, were | $77,599 32
Do., 1860 | 137,085 99
Increase | $59,486 67

The earnings of the La Crosse and Milwaukee Railroad in November, 1861, were | $116,935 68
Do., 1860 | 95,816 25
Increase | $21,119 43

The earnings of the Milwaukee and Prairie du Chien Railroad, for Nov., 1861, were | $130,114 04
Do., 1860 | 90,899 96
Increase | $39,214 08

The earnings of the Erie Railroad for the month of November, 1861, were | $734,826 10
Do. 1860 | 554,532 25
Increase | $180,293 85

The business of the Cleveland and Mahoning Railroad for November was as follows:

Passengers	$5,356 21
Freight	8,866 87
Coal	17,367 34
Ore	2,687 52
Mail	418 75
Gross earnings	$34,696 69
Expenses	12,678 95
Net earnings	$22,017 74

The business on the Buffalo and State Line road shows a very favorable result in November. The earnings were about | $120,000
Expenses | 45,000
Balance | $74,500

These figures show a net increase on the earnings of 1860 of $38,000. The net earnings of October and November were..... $144,000
Interest, 2 mos., on funded debt 14,000

Net earnings, applicable to dividend on $2,150,000 stock $130,000

Railroad Earnings--Weekly.

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in Dec., were:

	1861.	1860.
Passengers	$5,614 55	$6,587 60
Freight	11,553 00	12,529 64
Sundries	815 33	858 83
Total	$17,982 88	$19,976 07
Total this month to date	$17,982 88	$19,976 07
Total since Jan., 1st	941,109 07	894,134 32

The earnings of the Toledo, Wabash and Western Railroad the 1st week in December, 1861, were..... $22,541 53
Do. 1860..... 11,679 36

Increase..... $10,862 19

The receipts of the Chicago and Northwestern Railroad for the 1st week of December, 1861, were..... $13,617 07
Do. 1860..... 13,562 93

Increase..... $51 10

The Milwaukee and Prairie du Chien Railroad earned for the 1st week in Dec., 1861. $18,628 80
Do., 1860..... 10,137 49

Increase..... $8,491 31

The traffic of the Great Western Railway of Canada for the week ending Dec. 13, 1861, was as follows:

Passenger..... $14,544 70
Freight and live stock..... 36,926 05
Mails and sundries..... 1,329 65

Total..... $52,800 40
Corresponding week of last year..... 40,661 23

Increase..... $12,139 17

The Cleveland and Toledo Railroad earned the 2d week in December, 1861..... $24,853
Do., 1860..... 20,649

Increase..... $4,204

The Rock Island Railroad earned the 2d week in December, 1861..... $25,117
Do., 1860..... 15,201

Increase..... $9,916

The Buffalo, New York and Erie Railroad Company earned, the first twelve days in December, 1861..... $30,041 24
Do., 1860..... 17,447 40

Increase..... $12,593 84

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 7, were..... $96,950 59
Corresponding week, 1860..... 70,841 24

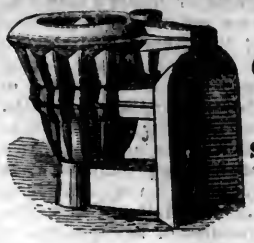
Increase in 1861..... $26,109 35
Total traffic from July 1st, 1861... $1,695,811 43
Corresponding period previous year. 1,596,496 69

Increase..... $99,314 74

The earnings of the Galena and Chicago Railroad for the second week of December were:

1861..... $26,543
1860..... 19,023

Increase..... $7,520



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

LOCOMOTIVE FOR SALE.

SMALL second hand Locomotive, usual gauge (4ft. 8½ in.) Weight, 10 tons—Drivers, 4ft. 6in.—Cylinders 10x18 in. Fire-box, Crank and Tires nearly new, and the whole engine in excellent condition.
Also a second hand "Bradly" Snow Plow.
For sale low by
WILLIAMS & PAGE,
51 Boston.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

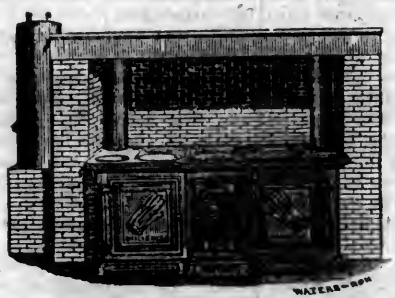
MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.
This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } Editors.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Satuyday, December 28. 1861.

Financial Condition and probable policy of Government.

While the wants of government, so far, have been abundantly supplied by the Banks; it is probable that a radical change in its financial poli- will soon be adopted; and that it will henceforth resort largely to taxation, in its various forms of import, excise and direct taxes, instead of loans. Such a step is at once necessary to provide all the money that is needed, as well as to give credit to such loans as the government may from time to time be compelled to negotiate. As an evidence of the position which the Banks will probably assume, we copy the following remarks from the Circular of Samuel Hallett & Co., which is understood to express the views of our leading Bankers.

The conferences between Mr. Secretary Chase and the banks, the past week, led to no results, except the adjustment of some minor matters, growing out of past negotiations. The future was left untouched by tacit consent of both sides. Very probably both were waiting future developments. The banks are promptly paying up the third $50,000,000, which Mr. Chase assured them would place the treasury in a position of entire ease until the 10th or 15th of January. The wants of the Government may be met, we presume, some time longer by the issue of the balance of the $50,000,000 demand treasury notes yet on hand.

With regard to the future, we presume that Congress will take immediate steps to increase the annual revenues from ordinary and extraordinary sources, to at least $150,000,000. Upon the passage of laws to this effect, treasury notes equal to the probable revenues, and receivable for Government dues, could be issued. which would be readily taken, and pass as money. In this way the incoming taxes and impost and excise duties could be drawn against, and the Government placed immediately in funds to an equal amount. The wants of the Government being in this way fully provided for, for some months to come, ample time would be given for the negotiation of new loans, which, during the year, could probably be effected to an amount equal to the wants of Government, over and above that derived from direct taxation and impost and excise duties. There need be no difficulty about money, with an adequate system of finance. This must provide a sum sufficient for all the ordinary wants of Government, a portion of its extraordinary wants, and the interest on its debt The credit created upon such a basis would enable the Government to raise all the money it needed at fair rates. Mr. Chase's currency scheme will not, we presume, be pressed. The necessary effect of the adoption of such a measure is fully considered in a letter addressed to him, and which we publish elsewhere. We presume that the associated banks will immediately unite in a representation to him, urging the adoption of a comprehensive system of taxation. Upon its adoption, they will be enabled to continue their efficient co-operation in providing Government with money. The demand notes already issued are now treated by the banks as money, for the reason that they are promptly redeemed in specie. If provision be made for the absorption of further issues, by making them receivable in discharging public dues, such provision will make them precisely as current as if payable in specie, if a proper relation were always maintained between the amount of such issues and the sources of income against which they are drawn. The people will readily take what they can use in discharging their obligations; and banks need not have any fear of being overloaded by Government promises, when these never exceed at any one time the reciprocal obligations of the people. The whole measure, we presume, implies the suspension of specie payments both by the banks and Government.

Buffalo, New York and Erie Railroad.

We have received the Third Annual Report of this company for the fiscal year ending September 30, 1861, from which we learn that the receipts during that time were:

From passengers	$128 552 22
" freight	439.102 55
" mails	8 032 56
" express	7.860 50
" Rochester division	4 996 14
" other sources	5.300 05
	$593,844 02

And the expenses were:

Operating road	$180 256 71	
Maintaining road	150,526 72	
Repairs of machinery	75,356 60	
		406,140 03
Net earnings, (31.60 per cent.)		$187,701 59
Add balance Oct. 1, 1860		224,732 36
		$412,436 95
Paid coupons and inter't.	$163,324 31	
" stock dividends	170,000 00	
		333,324 31
Balance Sept. 30, 1861		$79,112 64

Compared with the previous report, the gross earnings show an increase of $13 844 09
With an increase in expenses of 69,093 90
Making the reduction in net earnings $55,249 81

The increase in earnings was derived wholly from eastward bound freights, which amounted to 145,870 tons, being an increase of 15,376 tons over the tonnage transported eastward the previous year. The westward bound freights amounted to 91,539 tons—a decrease of 5,680 tons. The number of through passengers carried was 23,509—an increase of 575; the number of local passengers, 157,000—a decrease of 30,652. The decrease in the local travel is accounted for, principally, from the great numbers transported to and from political gatherings in the previous year. It is apparent, however, that both the local travel and westward bound freights have been much effected by the existing war. A gradual revival of this business is now apparent, giving indications of a return to its accustomed activity.

Included in the above expenditures is the sum of $50,000 for re-constructing a portion of the track, which has been furnished with new rails,

spikes, chairs and ties, and may be classed as extraordinary expenses. Over 900 tons of rails were used for this purpose. There have been 1,607 tons of old rails repaired at the various shops of the company, and used in ordinary repairs of track; 56 tons of new chairs, 52,330 pounds of spike, and 57,446 new ties, have been used in construction and repairs during the year. This, together with extensive improvements made in the road-bed, and extraordinary repairs of rolling stock, will fully account for the increase in expenditures. Upon the subject of substituting coal for wood-burning engines, the report says:

The attention of the directors has heretofore been called to the gradually increasing price of wood for fuel, and the increased difficulty of obtaining a full supply at particular points on the road where a large quantity is needed at all times. The experience of other companies has demonstrated, to a reasonable degree of certainty, that coal can be used on locomotive engines quite as satisfactorily as wood, and at much less expense. It was determined, therefore, to make the experiment on this road. Two engines, used for switching and local business at Buffalo, were changed so as to admit of burning coal in February, 1861, and were found to work satisfactorily. Since that time, two freight and three passengers engines have been changed, and are now run entirely with coal. A careful account has been kept of quantities of coal consumed by the passenger engines; and it is demonstrated that a large saving is made to the company. The average quantity of coal used for each run from Buffalo to Corning and return, 284 miles, is 6,150 pounds, or 21.65 pounds, per mile run. The coal is obtained at Corning from the Blossburg mines, and is delivered to the company at a cost of $2.50 per ton of 2,000 lbs., or ⅛ of one per cent. per pound, making a total cost of $7.68¾ for 284 miles. The average cost of wood used on passenger engines for the same distance is $15.20, or 5 35-100 cents per mile, which shows a net saving to the company of $7.51 for each round trip performed. This would be equal to a saving of $1,100 per year for each engine constantly in use. If further experience shall show the same diminution of expenses by the use of coal, which is now apparently established, and the engines are found uninjured by its use, economy and sound policy would seem to require its exclusive use on the road. The Blossburg coal mines being situated near the Eastern terminus of the road, a constant supply at low prices can always be obtained. There are other considerations favoring the use of coal, independently of the reduction of expenses for fuel consumed. Large losses are sustained by the decay of wood when piled together in large quantities, by thefts from the company's grounds, and by occasional fires. There is also a saving of time by the use of coal, equal on a single trip to one hour for freight, and half an hour for passenger trains. The total cost of changing from a wood to a coal-burner is less than $150 per engine. The coal-burning engines used on freight trains have not been employed a sufficient time to give accurate results of their operation. It is confidently expected that they will give satisfaction, and show a large saving in cost of fuel, but probably not as large a per centage as the passenger engines.

The coal traffic from Pennsylvania to the West, and North-West, noticed in former reports, is steadily increasing. The quantity transported by the company during the year was 45,559 tons, being an increase of 10,000 tons over the previous year. A much larger quantity would have been moved but for the occurrence of the war, which checked manufacturing operations in the Western States, and by so much diminished the extent of the demand. This class of freight is necessarily taken at lower rates than are charged for other classes, but is an important auxiliary to the general business of the company. It is taken on return cars, which would otherwise be drawn empty, and free from all expenses of loading or discharging, or agency charges for obtaining and superintending. Incidentally, this business tends to the advantage of the company in fostering and aiding manufacturing establishments at Rochester, Buffalo, and other points on the line. These, in return, contribute to the general business of the company.

The equipment of the road consists of 28 locomotives; 26 first class, 6 second class, 9 baggage and mail, and 393 freight cars. Very extensive improvements have been made in the locomotive and car departments, which were rendered necessary by the increasing freight traffic. The motive power of the company is now in good working condition. During the year 714 new car wheels have been used; 4 first class and 3 second class passenger and one baggage car have been thoroughly rebuilt and re-furnished; 38 body cars were rebuilt; 36 new outside bearing trucks constructed; new roofs put on 72 cars, and the entire rolling stock of the company has had general repairs.

No liabilities have been incurred for damages to persons; and the amount paid for damage to property, etc., has been less than $2,500.

The number of miles run by passenger trains has been 182,016; by freight trains, 264,635; by working trains, 36,761—total miles run, 483,412.

The importance of a direct connection at Elmira with the railroad lines to Baltimore and Philadelphia is again alluded to. The experience of the past year affords additional evidence of the importance of this connection.

BALANCES OF THE GENERAL LEDGER SEPTEMBER 30, 1861.

Cost of road and equipment		$3,165,146 96
First mortgage bonds on hand, to liquidate Buffalo, and N. Y. City Railroad bonds		79,860 00
ASSETS, as follows:		
Avon, Gen. & Mt. Morris Railroad stock	$1,200 00	
Rochester & Gen. Valley Railroad stock	149,940 00	
Quincy & Toledo R. R. bonds and stock	9,080 00	
B. & N. Y. C. R. R. coupons, (Buff. to Attica)	457 50	
Buffalo, N. Y. & Erie R. R. bonds	48,140 00	
Inventory of materials	88,004 09	
Cash on hand & in banks	6,208 93	
Due from agents (since remitted)	24,389 53	
Bills receivable	3,518 20	
Other roads	4,455 78	
Individual accounts	41,914 58	
Post office department	3,253 96	
War department	8,009 32	
		388,571 98
		$3,633,578 94
Capital stock		$850,000 00
FUNDED DEBT:—		
1st mortgage bonds	$2,000,000 00	
2d " "	380,000 00	
Real estate	32,533 72	
		2,412,533 72
1st mortgage B. & N. Y. C. R. R. Buffalo to Attica		70,860 00
FLOATING DEBT:—		
Bills payable	$89,503 57	
Pay rolls	62,897 85	
Other roads	9,519 20	
Individual accounts	50,151 01	
		212,071 63
Bal. of income acc't, Sep. 30, 1861.		76,112 64
		$3,633,578 94

The office of the company is at Buffalo, N. Y. The directors and officers are:

President and Sup't—CHARLES G. MILLER.

Directors—Chas. G. Miller, George W. Tifft, Henry Martin, G. R. Wilson, John G. Deshler, T. D. Patchin, D. W. Tomlinson, A. O. Comstock, Thomas Brown, John Arnot, James G. King, George Briggs, R. S. Carter.

Vice President—HENRY MARTIN.

Treasurer—GILBERT CAMERON.

Secretary—WILLIAM F. MILLER.

Bellefontaine Railroad Line.

INDIANAPOLIS, PITTSBURG & CLEVELAND R. R.

The Indianapolis, Pittsburg and Cleveland Railroad Company was chartered under the name of "Indianapolis and Bellefontaine Railroad Company," on the 16th January, 1848, and organized on the 3d July of the same year. In October following the first division of the line extending from Indianapolis to Pendleton 26.4 miles was commenced, and the remainder consisting of two other divisions—the second extending from Pendleton to Muncie 26.4 miles, and the third extending thence to Union City, 29.97 miles—was placed under contract during the succeeding year. The first division was completed by the middle of October and formally opened on the 11th December, 1850. The second division was completed by sections—to Anderson 36.2 miles from Indianapolis, on the 26th July, 1851, to Chesterfield 42.51 miles on the 9th October of the same year, and to Muncie, 52.8 miles on the 17th June, 1852. The third division was opened to Winchester 74.3 miles from Indianapolis on the 17th October, 1852, and to Union City, 82.77 miles, on the 1st January, 1853. The Bellefontaine and Indiana Railroad was completed to a junction with the road of this company on the 12th July, 1853. These roads are now operated as a single line under the title of the "Bellefontaine Line." The contract for the purpose was concluded on the 1st April, 1856. Under this contract the rolling stock of the two companies was by inventory and appraisement thrown into a common stock, and the expenses of keeping up this stock and operating the roads are divided *pro rata* according to the length of line owned by each company. The roads are kept in repair by the separate companies, and each road receives the full benefit of its own receipts. The operating and financial departments are placed under the exclusive control of an executive committee composed of two members of the board of directors of each company and the President of the Bellefontaine and Indiana Railroad Company. The respective organizations of the two companies remain distinct and separate as before.

The capital stock authorized was $1,000,000, in 40,000 $25 shares; paid in $835,971, in 20,899 shares.

The funded debt of the company January 1, 1861, amounted to $1,023,400: classified as follows:

1st mortgage 7 per cent. coupon bonds, $300,000—issued 1st January, 1850, and payable, principal 1st January, 1860 (extended to 1870), and coupons semi-annually 1st January and 1st July in the city of New York. These bonds are secured by a first mortgage on the road between Indianapolis and Anderson.

1st mortgage 7 per cent. coupon bonds, $150,000—issued 1st January, 1851, and payable principal 1st January, 1861 (extended to 1871), and

coupons semi-annually 1st January and 1st July in the city of New York. These bonds are secured by a first mortgage on the road between Anderson and Muncie, and also by a second mortgage on the road between Indianapolis and Anderson.

1st mortgage 7 per cent. coupon bonds, $200,000—issued 1st January, 1852, and payable, principal 1st January, 1862, (extended to 1872) and coupons semi-annually 1st January and 1st July in the city of New York. These bonds are secured by a first mortgage on the road between Muncie and Union City, 30 miles, by a second mortgage on the road between Anderson and Muncie, and by a third mortgage on the road between Anderson and Indianapolis.

2d mortgage 7 per cent. coupon bonds, $314,000—issued 1st October, 1855, and payable, principal 1st October, 1870, and coupons semi-annually 1st October and 1st April in the city of New York. These bonds are secured by a mortgage on the whole road taking precedence after all mortgages made at anterior dates, and by a first mortgage on the rolling stock, depot grounds, buildings, etc. The 1st mortgage bonds heretofore recited were issued before the road was constructed and covered only the track of the road. Amount authorized $400,000.

Income 7 per cent. bonds, $27,000.

Domestic 7 per cent. bonds, $324,000.

Under the 1st mortgage bonds extension agreement (1860) a sinking fund for their redemption was established, to which $10,000 was to be paid to the trustee on the 1st November, 1860, for the redemption of the bonds issued 1st January, 1850; $7,500 on the 1st May, 1861, and $7,500 on the 1st November, 1861, for the redemption of the bonds issued 1st January, 1850, and 1st January, 1851, *pro rata*, and thereafter $20,000 a year in equal semi-annual payments, viz. on the 1st May and 1st November for the redemption of the 1st mortgage bonds collectively. These sums are to be invested in the purchase of said bonds at a price not exceeding their par value, and the interest on such purchased bonds to be added to the fund and invested in the same manner. This fund would purchase the whole debt at par in 20 years.

The floating debt of the company was $37,219, viz: bills payable $20,611, and sundry accounts, $16,608. Cost of road and equipment, $1,837,955.

INCOME ACCOUNT FOR THE YEARS ENDING 31ST DECEMBER,

	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Passenger earnings	$126,724	$117,860	$146,186	$130,937	$99,740	$97,680	$111,186
Freight "	58,692	96,766	131,164	102,604	115,226	119,955	148,717
Mail "	8,300	8,300	10,525	12,750	12,750	12,750	12,750
Express "	3,036	3,132	8,971	7,227	5,189	6,012	5,299
Total earnings	$196,752	$226,058	$296,846	$253,518	$232,905	$236,397	$277,952
Operating expenses	$124,784	$133,048	$160,192	$168,271	$134,069	$156,287	$158,207
Interest and Taxes	53,921	66,918	71,695	74,373	72,364	75,608	82,972
Surplus	18,047	26,092	64,959	10,874	26,472	4,502	36,773
tal expenses.	$196,752	$226,058	$296,846	$253,518	$232,905	$236,397	$277,952

ABSTRACT OF BALANCE SHEET, 1ST JANUARY, YEARLY.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.
	$	$	$	$	$	$	$
Road and equipment	1,671,544	1,831,255	1,864,924	1,826,423	1,837,624	1,837,368	1,837,956
Land and lots	123,611	95,000		78,531	71,409	65,326	58,258
Bills receivable	35,588			19,669	25,264	26,214	26,486
Stock (C. P. & I. R. R. Co.)	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Sinking fund				41,922	41,900	42,247	55,002
Sundry accounts	40,124			31,309	25,106	19,773	11,076
Materials on hand	6,173			23,898	19,981	17,880	8,535
Cash and cash items	49,088				1,440	15,364	1,865
Executive Committee							22,764
Total	1,936,128	1,926,225	1,912,398	2,031,752	2,032,724	2,034,172	2,031,942
Share capital	834,157	826,825	826,825	835,971	835,971	835,971	835,971
1st mort. bonds	661,000	661,000	661,000	656,000	656,000	650,500	649,984
2d " "			116,500	159,000	169,000	314,000	314,000
Income "	191,000	191,000	191,000	166,000	166,000	27,000	27,000
Domestic "	35,400	35,400	33,400	34,200	34,200	34,200	32,400
Executive Committee				18,240	17,190	22,083	
Bills payable	16,068	212,000	83,673	57,884	37,120	26,590	20,611
Sundry accounts	50,503			9,024	1,366	15,658	16,608
Surplus earnings				94,433	115,877	108,170	135,368
Total	1,936,128	1,926,225	1,912,398	2,031,752	2,032,724	2,034,172	2,031,942

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Expenses.	Earnings less Expenses.	Dividends. Am't.	p.c.
1853*	$1,587,211	82.77	$55,847	$29,047	$5,659	$90,553	$64,017	$26,536	$31,519	4
1854	1,671,544	82.77	126,724	58,692	11,336	196,752	124,784	71,968	33,366	4
1855	1,831,255	82.77	118,860	96,766	11,432	226,058	133,048	93,010	.....	..
1856	1,864,924	82.77	146,186	131,164	19,496	296,846	160,192	136,654	.....	..
1857	1,826,425	82.77	130,937	102,604	19,977	253,518	168,271	85,247	.....	..
1858	1,837,624	82.77	99,740	115,226	17,939	232,905	134,069	98,836	.....	..
1859	1,837,368	82.77	97,680	119,955	18,762	236,397	156,287	80,110	.....	..
1860	1,837,956	82.77	111,186	148,717	18,049	277,952	158,207	119,745	.....	..
8 y'rs.	14,294,307	662.16	886,160	802,171	122,650	1,810,981	1,098,875	712,106	64,885	..
Aver.	1,786,788	82.77	118,155	106,956	16,353	241,464	146,517	94,947	8,651	1

* 6 months.

Jurisdiction of State Courts over the U. S.

SOVEREIGNTY OF THE UNITED STATES: NOT ANALOGOUS TO ENGLISH SOVEREIGNTY: MAY BE MADE DEFENDANT IN A STATE COURT IN A FORECLOSURE SUIT.

A bill was recently issued out of the United States Circuit Court for the redemption of a mortgage of a lot of land near Hoboken, New Jersey. The respondents Van Voorst and others claimed under a judicial sale of the property, under a decree of the court of Chancery of New Jersey, in a bill, to foreclose the same mortgage.

Van Voorst was the original owner of the land, which at that time was unproductive, and possessed but a speculative value, from anticipation of future demand for town lots. On the 15th of October, 1836, he sold his lot to one Innis, who reconveyed it, on the same day, by way of mortgage, to secure a balance of the purchase money. In the same year Innis conveyed his equity of redemption to Samuel Swartwout, collector of the port of New York. In 1839, Swartwout became a defaulter to government, and a warrant of distress was issued by the solicitor of the treasury against him. Among other things, this lot of land was seized, and sold on the warrant. It was bid in for the United States, and a deed made to them by the Marshall. In 1847, the solicitor of the treasury conveyed it to one Corcoran, who, in 1858, conveyed it to complainant.

The mortgage to Van Voorst was payable in five years from date, with lawful interest, payable semi-annually, with provision that if at any time the interest should be behind and unpaid for the space of thirty days, then the whole, principal and interest, should become due and payable. Neither principal nor interest having been paid, and the land being vacant and unproductive, and the only remedy left to the mortgagee being a sale of the land under his mortgage, he filed his bill in the Court of Chancery of New Jersey to have his mortgage foreclosed, and the land sold to satisfy the debt due on the mortgage.

The bill set forth that the United States had become owner of the equity of redemption and prayed that a notice or subpœna might issue to James S. Green, Esq., Attorney of the United States for New Jersey District, that he answer in behalf of the United States and show any defence against the prayer of the bill. Accordingly, the District Attorney appeared and filed an answer, admitting the charges of the bill and submitting to the court to take care of the interest of the United States, in the mortgaged premises. The Court of Chancery thereupon adjudged that the mortgage money and interest was due and unpaid, and ordered, "that so much of the mortgaged premises as will be sufficient to raise and satisfy the debt, interest and costs, be sold, and that a writ of *fieri facias* do issue for that purpose, and that defendants be debarred and foreclosed from all equity of redemption." On this decree *fi. fa.* was issued, and the premises sold and conveyed by the sheriff to Van Voorst in November, 1840.

The land being wholly unproductive and without buildings or improvements Van Voorst laid it out in town lots, and sold the same at different times to persons, nearly all respondents in this case, who have entered, built and made improvements greatly increasing the value of the land.

The question then presented for the decision of the court, was whether the judicial sale by the

court of Chancery of New Jersey, to satisfy or foreclose the mortgage was valid. The complaints contended that it was void, because the United States, being a sovereign, could not be sued in the State Court of New Jersey. The following is the opinion of the court, delivered at the decision of the case.

GRIER J.—It is undoubtedly true that no action can be sustained against the Government of the United States for any supposed debt or claim unless by its own consent or some special statute allowing it.

The sovereign himself being the source of justice and power, exercising the same through his courts, is always presumed to be ready to do justice. It is, therefore, part of his prerogative that he cannot be sued in his own courts. Nevertheless the subject was entitled when he claims anything from the crown to have his "petition of right." Upon such petition the crown ordinarily directs that right be done to the party, and the petition is then referred to the chancellor to be executed according to law, and directions are given that the attorney general be made a party to the suit. In other cases where the crown is not in possession and its rights are only incidentally concerned, it is generally considered that the attorney general may be made a party in respects of these rights, and the practice has been accordingly. In the United States the proceeding by petition of right is unknown. The Government of the United States, though limited in its powers, is supreme in its sphere of action. But its right as a sovereign and its prerogatives as such are co-extensive with the functions of government committed to them and no farther. Its position as to prerogative is anomalous owing to our peculiar institutions.

It is part of the functions committed to this government to build forts, arsenals, navy yards, etc., etc. It may purchase and hold land for these purposes, yet it cannot exercise exclusive legislation over such lands, although used for national purposes, without the consent of the Legislature of the State where the land lies. A State has no power by taxation or otherwise to retard, impede, burthen, or control the operation of the constitutional laws passed by Congress to carry into effect powers vested in the National Government. Hence she may not have power to tax navy yards or other property of the United States held within its bounds for public or national uses. But it does not follow that when the Government officers purchase land in the name of the United States to secure a debt, as any individual or private corporation might do, that it thus ousts the jurisdiction of the State to tax it, or in any manner affects the liens or rights of mortgagees in such lands. In the mere exercise of a corporate right, the Government of the United States cannot claim the prerogatives or immunities of a sovereign, she cannot compel a mortgagee to the hopeless remedy of a petition to Congress to redeem.

The courts of New Jersey cannot thus be ousted of their jurisdiction and duty to assist the mortgagee to have his mortgage satisfied and the mortgaged premises sold for that purpose. When the Government in the exercise of the rights and functions of a civil corporation purchases lands to secure a debt, the accident of its sovereignty in other functions cannot be set up to destroy or affect the rights of persons claiming a title or lien on the same lands. Thus, when the Government of the United States became a partner in a trading corporation, such as the United States Bank, it divested itself, so far as concerned transactions of that company, of its sovereign character, and took that of a citizen; consequently, its property and interests were subject to the decrees and judgments of courts, equally with that of its copartners.

When Van Voorst came into the Court of Chancery, he had a clear right to have the mortgaged lands sold to satisfy his mortgage. The court was bound to furnish him a remedy. The land mortgaged was within the jurisdiction of the court. The only difficulty in the case was, that the title of the mortgagor, who should be made a party to the proceeding and have an opportunity to show that lien was paid or discharged, was vested in the United States, *quoad hoc*, a foreign corporation, and not within the jurisdiction of the court. It could not be compelled to appear or submit itself to such jurisdiction, so neither could any non-resident individual or corporation. The usual way to warn such absent parties is by advertisement. When such absentee does not choose to come in voluntarily and appear and make defence, he is made a party without his knowledge or consent. The jurisdiction of the court over the land decreed to be sold, is sufficient to justify the decree and validate the sale, as regards the property sold, but no decree could be made against the person not within the jurisdiction, that could bind him or be regarded as valid in another tribunal. In this case, the Court of Chancery of New Jersey had jurisdiction over the thing or land mortgaged; it could not compel the United States government to appear and submit itself to the judgment, or render any judgment that it should pay money; but it can prescribe what notice should be given to the mortgagor or owner of the equity of redemption, and how it should be given. In analogy to the proceedings in the Court of Chancery in England, it was ordered that the subpœna be served on the representative of the Government, who *quoad hoc* might be treated as the attorney-general. The attorney appeared and answered on behalf of the Government. The presumption is that he was duly authorized so to do. Through him the Government had notice and might redeem if it saw fit. The decree demanded nothing of the United States. It is only for a sale of the mortgaged premises, to satisfy a legal lien. After thus refusing to redeem, after full notice, the Government ought to be estopped. Its vendee, with full notice of this judicial sale, has no equity—nor should he now be allowed to wrong *bona fide* purchasers under the cover of the sovereign prerogatives of the United States.

I am of opinion, therefore, that the Court of Chancery of New Jersey had jurisdiction to effect a sale of these mortgaged premises, in satisfaction of the lien; that its decree and the sale under it, are not void for want of jurisdiction—and that their regularity cannot be called in question in a collateral suit. If irregular and erroneous the decree might have been set aside on writ of error.

It may be said there is no precedent in this country for precisely such a case as that before the chancellor. The answer to this may properly be, "It is time there was one."

Bill dismissed, with costs.

Finances of Ohio.

The Commissioners of the Sinking Fund have filed their report with the Governor. We present the following abstract of the report.

The Commissioners have sold, at par, certificates of State debt, payable as follows:

March 1, 1855		$250 000 00
July 1, 1866		300 204 32
" 1, 1868		661.835 13
Total debt for war purposes		$1,212,039 45

Existing Funded Debt of the State.

FOREIGN DEBT.

Loan of 1856, not bearing interest		$1,166 33
" 1860, 6 per cent		6 198.325 27
" 1865, 5 "		1,025.000 00
" 1870, 6 "		3.183.531 93
" 1875 6 "		1 600 000 00
" 1886, 6 "		2,400.000 00
" 1868, 6 "		379 866 00
Total foreign debt		$13,787,889 53

DOMESTIC.

Not bearing interest	$1,825 36	
Loan of 1863, 6 per ct.	275 385 00	
" 1865, 6 "	250 000 00	
" 1866, 6 "	300.204 32	
" 1868, 6 "	281,069 13	
		1,109.383 81
Total State debt		$14,897,273 34
Amount of Trust Fund held by the State		$2 759 540 40
Annual interest on State debt		883,406 90
" " Trust Fund		165,572 43
Total annual interest		$1 048 979 33
Public debt, November 15, 1860		$14,250 238 89
Amount issued in 1861		1,212,039 45
		$15,462.278 34
Public debt, November 15, 1861		14,897,273 34
Amount received during 1861		$565.000 00
Increase of debt		$647,039 45

Receipts and Disbursements for the year ending November 15. 1861.

Net balance in the Treasury, November 15, 1860		$12 988 52
Receipts from taxes		1,494.613 07
" " school land		84.276 47
" " other sources		48,103 38
Total receipts		$1,639,981 44

DISBURSEMENTS.

For int'st on State debt	$864,773 44	
" " School fund	162 913 86	
For principal of State d't	565 000 00	
For other objects	37,987 31	
		1,630,674 61
Balance in the Treasury, Nov. 15, '61		$9,306 83

Railroad Earnings--Monthly.

The receipts of the Nova Scotia Railroad for November, 1860 and 1861 was as follows:

	1861.	1860.
Passengers	$4.077 61	$1 201 25
Freight	4 411 81	3 254 75
Mails and sundries	1,098 33	4,150 35
Totals	$9,587 75	$11,606 35

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for Nov., 1861, were $302,000
Do., 1860 235,000
Increase $67,000

The National Finances,

We give below the following communication from a well known gentleman at the head of one of our leading Banking Institutions:

NEW YORK, Dec. 24, 1861.

MOSES TAYLOR, Esq.,

Chairman Loan Committee:

When the Associated Banks undertook to supply Government with means to sustain its existence, the disaster at Bull's Run had placed the whole country in peril. Washingtou was in immediate danger of capture; Baltimore was of doubtful loyalty, and several large States now true to the Union, were then ready to cast their influence into the preponderating scale. Congress had adjourned after binding the Secretary of the Treasury by law, to obtain money at a minimum rate, and there was no resort left but the issue of paper money, based upon the faith and future resources of a country discouraged, distracted, and whose future was shrouded in gloom.

The Banks in New York, Boston, and Philadelphia, then came forward and voluntarily pledged themselves in front of this danger, by uniting together and originating a plan by which the requisite means were immediately supplied. The courage and confidence of the people were restored, an Army and Navy were created, and have been since paid and sustained, the military power and resources of the North have been developed on a specie basis in the most economical manner, and we now present to the world the unparalleled spectacle of a free people possessing an efficient military and naval force ready for action, hardly inferior to the first monarchy of the world, created without the least compulsion of Government, by the willing offering of the people themselves.

In thus advancing their means, the Banks were not moved by the desire of gain. On the contrary they departed from their legitimate functions, and simply undertook to provide for the pressing exigency of the day, until Congress could be again convened for further legislation, and until the Capital of the country, of which they represented but a small part, could come forward and fairly participate with them in the movement. The Banks never intended to be other than the medium between the people and the Government, immediately supplying the money of the *few*, whom they represented, until that of the *many* could be gathered up.

They have now advanced	$140,000,000
and have received back in reimbursement of sales to the public about	38,000,000
leaving them now in advance	$72,000,000

And they have agreed to advance about Thirty Millions more, which at this moment is the whole of their undertaking.

In fact, so regularly have the Banks responded to the vast expenditures of Government, that tne people of the North are utterly unconscious of any unusual demand upon their resources, and are not alive to the duties and dangers which surround them.

Meantime some four months have passed away during which it was confidently believed that more important military results would have been achieved, and such progress made in suppressing the rebellion, as to inspire renewed confidence in the value and stability of our Government Loans. As the public expectation in this respect has not been realized, the subscriptions to the Loan have greatly diminished. Seeing this the Associated Banks determined to take the last Fifty Millions in the form of Bonds suitable for the European market, by which they expected at least to be able to effect a Loan in Europe, should the state of Exchanges render it desirable. The recent excitement growing ont of the affair of the "*Trent*," has rendered that resource quite unreliable.

In the meantime, by the consequently increased expansion of Banks in the City of New York, and by the diminution of our foreign commerce, the exchanges are turning more favorably to the West. whether our coin is continually tending, and that which we now pay into the Sub-Treasury on the Government Loans, you will observe, does not return to our Vaults, as hitherto. At the same time Boston, (from the fact that she is the financial center of New England, whose industry supplies a larger proportion of the wants of our Army, and also because that City did not take its full pro portion of the Government Loans,) is rapidly gaining upon us in her Coin reserve

It may therefore be wise to inquire, whither are we tending?

Under such circumstances, ought the Associated Banks to agree to advance on the next Fifty Millions, of which they have the option till the 1st of January? The time for decision, is so near, that its consideration cannot be deferred. If that question be decided in the negative, and if the Bonds cannot be sold in open market, then the Government has no resource but to pay its creditors in Demand Notes. Its necessities will imperatively require that these should immediately become the currency of the Nation. The constitutional power of Congress to do this by a law making them a legal tender in payment of debts is believed to be *more than doubtful.*

There is this important point gained in creating such a circulating medium, that if convertible at the pleasure of the holder into Government Bonds in sums of $100 or over, it thereby accomplishes the general distribution of the national debt over the whole country and gives especially to those portions of the people who are deriving benefit from their contracts for army and navy supplies, their proper proportion of the National loans. It also accomplishes the great political result of binding our people and States together, by the additional tie of pecuniary interest.

There are on the other hand the thousand evils of an irredeemable currency, which the Associated Banks have all sought so strenuously to avert.

The most important question now presents itsfelf. *Ought the Associated Banks to receive any irredeemable currency as money, without full provision for its payment?*

It is very clear that this currency cannot be received by Banks under their present legal obligations to treat all credits on their books as expressing an equivalent of coin. Leaving all logical conclusions from this statement undrawn; what will be the situation of the Associated Banks, after commencing to take this currrency?

With One Hundred Millions of Government Loan still on hand, they will possess a strong and undeniable testimonial of patriotic devotion. The paper money which they thereafter receive must largely accumulate on their hands, thus all the while substantially increasing their Government Loans. So long as the Banks in New York receive such circulating notes on deposit, they will remaiu at *par* throughout the country, and those who hold them will naturally seek to secure for them the guarantee of the Associated Banks, by placing them on deposit, and making them the basis of exchange.

The natural course of trade must produce an expansion of credits by the operations of such a currency, and deposits in Banks must largely increase, and be represented in their vaults as Government notes, and on their books as legal obligations.

In the meantime the specie of the Associated Banks which have taken and are now carrying the Government Loans, is rapidly passing into the hands of those who have not shared in this patriotic work; and when a new currency shall flow to New York, in the natural course of trade, the basis on which it rests will be found to be held elsewhere.

Whether the resort by Government to paper money be immediately or re-

(Continued on p. 900.)

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug.'59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	657,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	—
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May,'59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	44
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,079,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	103½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	104½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	76
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	55
30 Nov. '60	12.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	655,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12.550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	553,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	108
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	600,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	—	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,600	—	87.3	413,017	642,406	316,185	6	101½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,891	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	oaston.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	.....
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	89.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	76,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	883,254	—	113½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	53½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	45
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,252,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	17½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Soutner n Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	63.0	22	19	391	*North Missouri*	6,409,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	69,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	827,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	52½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	62.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	738,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,329,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	12.0	—	.....	47.0	—	—	—	West Jersey	280,778	—	—	214,794	—	56,552	—	—	—	16,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	66,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	418,750	85,000	42,102	575,852	14.5	328,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	880,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	36
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	77½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	27½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	10½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,546	—	—
30 Sep. '61	99.0	—	....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sackette Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,006	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	....	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	26
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	619,000	4,201	5,765,123	141.2	655,162	1,085,799	680,621	10	101½
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	14
31 May '61	109.2	79.4	....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	30½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,125	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	376,002	212,107	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	60,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	378,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	65
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	61
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,038	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	763 318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	49½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940.473	774,323	6,471.462	65.7	5 mos.	176,047	91,369	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065.289	3,474.545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,912	5,932,761	2,296,402	—	38
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	—	Phila., Germant'n & Norristn	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,173	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	16½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	128
31 Oct. '60	98.0	6.0	—	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,300,000	—	—	200.0	45,077	1,294,867	471,712	6½	61

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities.	Total.	Earnings. Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,807	81,136	—											
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pitts'g, Ft. Wayne & Chicago	17,479,905	*	31,408	1.755,826	1,292,700	67,969	3,378,707	6,266,367	60.0	113,775	80,583	29,690	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	10,192,155	10,192,155	467.5	1,948,501	2,335,353	761,554	—	----
30 Sep. '59	64.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	563,150	----------	----------	573,616	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	739,970	60,821	1,724,227	3,389,469	148.0	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	19,907,130	148.0	----------	114,126	61 848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	493,550	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682.170	944,169	52,434	1,679,301	3,358,074	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	3,993,895	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.														
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----------	----------	1,784,800	62.0	240,443	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.6	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	433,993	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	4,268,184	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	2,199,072	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	[2]	1,201,000	384,000	----------	----------	1,585,000	109.6	----------	283,263	151,536	6	----
— — '5[illegible]	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	600,000	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,545	2,919,584	4,739,137	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	1,081,947	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	4,111,650	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	2,643,833	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.														
Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	69,133	—	505,214	514,000	99,110	1,137,707	2,256,031	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	1,006,104	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	3,509,673	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	2,829,061	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19 4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	14,356,858	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	2,076,000	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	1,038,721	----------	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	1,672,752	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	972,316	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	555,894	34.2	30,065	23,808	13,892	—	----
30 Nov. '6[illegible]	149 7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,731,000	----------	----------	3,787,544	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	----------	1,060,466	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	1,038,439	30.0	----------	1,248	----------	—	----
								TEXAS. (*all sided by State*).														
— — '5[illegible]	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '5[illegible]	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '6	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275.000	240,000	171,583	----------	686,583	50.0	31,300	82,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	1,799,000	70.0	102,200	282,846	196,563	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.														
31 May, '61	90.7	—	3.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	2,140,989	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,999,708	617,743	—	2,233,376	3.172,550	879,119	6,385,045	12,670,090	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	82.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	62.0	142,839	150,318	30,288	—	----		
31 Aug '60	119.0	—	20.0	—	42	28	885	Vermont Central	9,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276.299	166.0	706,817	775,569	127,727	—	----	
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	----------	----------	1.380,695	ope	r. by Vt.	Central	----------	----------	—	97½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212.274	89,612	—	516,164	793,200	----------	----------	23.7	47.950	15,930	8,522	—	----	
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083.500	*	—	332,000	700,000	----------	1,083,500	ope	r.b. Troy	& Bost.	55,868	----	----	
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Londoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	3,864,150	113.7	703,034	136,302	43,042	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122.156	—	1,500,124	590,610	155,161	9 months	2,245,895	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	6,187,834	103.5	345.427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,355	2,517,500	590,056	----------	5,170,911	167.7	270,846	450,427	222 214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,395,300	1,851,500	292,842	4,745,256	8,284,898	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,528	*	—	883,200	102,500	5,799	1,486,527	2,478,026	80.5	----------	326.554	213,852	7½	----
30 Sep '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,721,037	*	—	1,981,197	1,200,000	75 908	6,753,655	9,010,760	143.2	224.014	560,904	282.328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	94,828	----------	1,780,668	78.6	159,981	279,945	145,395	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	1,067,411	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '5[illegible]	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	742,812	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	3,009,587	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178 2	----	21.3	7.0	27	19	528	Virginia Central	4,852,753	541,197	33.948	3,162,754	1,480,592	52,929	4,832,929	9,529,225	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	294.7	9.4	10.6	—	39	27	874	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	17,523,042	214.9	480,193	749,489	347,957	—	----
30 Sep. '59	32 0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	444,736	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.														
1 Dec. '59	50.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	----------	1,525,000	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	----------	10,872,000	10,414,066	996,587	22,282,653	44,565,306	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,330,073	*	23,304	1,000,000	600,000	246,365	1,908,555	3,754,920	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	1,101,200	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556.000	----------	7,500,000	15,000,000	234.4	----------	883,186	439,943	—	17
— — '57	50.0	—	----	—	85.0	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	477,861	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	10,900,519	104.0	228,627	22 [illegible]850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	----------	—	----
								CANADA.														
31 July '59	158 5	—	----	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	8,020,390	158.5	363,213	----------	----------	—	----
— — '59	31.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	----------	31.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	----------	48 0	----------	----------	----------	—	12
30 Sep. '59	324.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	16,954,261	63,908,522	761 0	2,049 997	1,069,219	4,000	6	38
— — '59	229 0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	22,535,757	357.0	1,360,000	----------	----------	8	----
— — '59	24 0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	----------	24.0	87,081	----------	----------	—	----
— — '59	95 0	1.6	----	—	17	20	337	Northern (O. S. H.)	----------	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54 0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25 0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.														
1 Oct. '6	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	328,164	—	4,451,012	—	—	4 451.012	8 902,024	108 0	193,683	116,225	41,985	—	—
0 July, '6	40.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,340,000	13,100	136,000	1,779,232	3,268,332	60 0	----------	132,555	36,670	—	—
								NOVA SCOTIA.														
— — '59	81.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.														
— Dec '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	16,813,066	48.7	----------	1,550,878	1,936,131	12	107

New York Stock Exchange.

Highest Sale Prices for the week ending Dec. 25

	Th.19	F.20.	Sat.21	M.23	Tu.24	W.25.
Federal Stocks:—						
U. S. 6s, 1671	----	----	----	----	----	----
U. S. 5s, 1874	79⅜	80	80½	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	----	87	87	----	86	----
U. S. 6s, 1881, cou.	89½	89⅝	89	----	----	----
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	88	----	----	----	87	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	----	----
State Stocks:—						
California 7s	78	78½	77½	----	----	----
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds 79	----	----	79½	----	----	----
" Canal bonds	79	----	----	----	----	----
Indiana 5s	----	----	----	----	75	----
Kentucky 6s	71	----	----	72	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	79	----
Minnesota 8s	----	----	----	72	----	----
Missouri 6s	37½	38½	39	39	38½	----
Do. iss. to H. & St. J. R.	48	----	48	----	----	----
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	58	----	----	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	87x	----	----	----	----	----
Tennessee 6s, 1890	41½	41½	----	----	41½	----
Virginia 6s	47	----	----	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	52⅜	52⅜	52⅜	----	----	----
Chicago and Rock Isl.	46⅜	46⅛	46	46⅛	46⅛	----
Clev., Col and Cin.	100⅜	----	101½	----	101½	----
Clev. and Pittsburg	14	----	----	----	----	----
Clev. and Toledo	30⅜	30⅛	30⅛	30⅛	30⅛	----
Del., Lack and West	----	----	----	----	----	----
Galena and Chicago	64x	63⅛	----	64x	64	----
Hudson River	35	35⅛	36½	35½	36	----
Illinois Central (scrip)	57⅛	57⅛	----	57½	57⅛	----
Michigan Central	44⅛	45½	45⅛	45	45	----
M. S. and N. I. guar'd,	37⅛	38	38⅛	----	38⅛	----
M. S. and N. I.	17⅜	17⅛	17½	----	----	----
Mil. and P. du Chien	----	17⅛	18	----	----	----
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	----	----	----	----	54	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	76⅛	76⅛	77⅜	77	77⅛	----
Erie	25⅞	27	27⅛	27⅛	27⅜	----
Erie pref.	46	47⅜	48⅛	48	48	----
Erie Assessment Scrip	----	75	----	----	----	----
N. York and Harlem	10⅛	10⅛	11	11	10⅜	----
N. Y. and H. "pref."	----	27	27	----	----	----
Panama	108	110	110½	110	110	----
Phila. and Reading	32⅛	----	33	----	33⅛	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	37	----	----	----
" " 2d M. 11	----	----	----	10	----	----
" " S. F.	----	----	80	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	76½	----	----	----	----	----
Chi., Bur. and Q. 8 p.c. 95	94⅛	----	----	----	----	----
Cin. and R. I. 1st M. '70	----	----	----	----	95	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '61	103½	104	----	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	77	----	----	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	----	86	85	85	----
" " 6 p.c. '75	----	----	85	85	85	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
La Crosse & Mil. L. G. 12	12	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	----	----
conv. 8 p.c. '69	----	----	93	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass. 59	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F. 76	----	----	77½	----	77⅛	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	91	91	----	90⅛	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	100⅛	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	100⅛	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	81⅛	82	----	----	72	----
" 4 M. 7 p.c. '80	70	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	96	95⅛	----	96	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	73	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	81	----	----	82½	----	----
Penn's Coal Co.	----	----	78	----	----	----
Pacific Mail S. S. Co.	81⅛	84⅛	87	85⅛	87⅛	----

The following are the closing prices in the London Market on the 29th November:

United States 5s, 1874	70	to	74
Virginia 6s	40	"	45
Erie shares, ex assessment scrip	24	"	26
Erie shares, 7 per cent. preference	44	"	46
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875 x. c.	73	"	75
Illinois Central 7s, 1875	77	"	79
Illinois Central $100 shares, $80 paid, dis.	45	"	43
Illinois Central, all paid	54	"	58
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 18-2. x. c.	79	"	81
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	78	"	80
New York Central 7s, 1864	88	"	90
New York Central 7s, 1876	88	"	90
New York Central 7s, 1876	90	"	96
New York Central $100 shares	68	"	70
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented "	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872 x. c.	97	"	99
Pennsylvania Central 6s	82	"	'84
Pennsylvania Central 2d mortgage	78	"	80
Pennsylvania Central $50 Shares	30	"	35
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, December 28, 1861.

Share and Money Market.

The Share Market the past week has been quiet, with very slight transactions. There appears to be no disposition to move on either side, till the result of the Trent affair is more clearly seen. We do not think that any real apprehension exists of a war with England, but this question is still a cloud upon the market. The public mind is also considerably absorbed in speculations as to the appropriate financial policy of government. The market is to a certain extent awaiting some definite action. The bill just passed increasing duties on tea and coffee, is a step in the right direction. The market at the close of the week was somewhat better. Money is loaned more sparingly without much change of rates. It would be abundant as ever but for the political questions now hanging over the market.

The Boston and Maine Railroad Company have declared a dividend of $3 per share, payable January 1, 1862.

A quarterly dividend of two and and a half dollars per share of the capital stock standing on the books the 26th instant has been declared by the Board of Directors of the Hartford and New Haven Railroad Company, payable on Thursday, the 2d day of January next. Stockholders in New York will receive their dividends at the Union Bank.

The Old Colony and Fall River Railroad Company pay a semi-annual dividend of 3 per cent., 1st Jan.

The Fitchburg Railroad Company has declared a semi-annual dividend of 3 per cent., payable Jan. 1.

The Boston and Providence Railroad Company has declared a semi-annual dividend of 4 per cent.

The Western Railroad Corporation has declared a dividend of 4 per cent., payable Jan. 1.

The Eastern Railroad will pass its January dividend as the receipts the past year have fallen off considerably. The horse railroad to Linn particularly has taken much travel this season. The road has been kept in excellent repair, and the rolling stock is now in good condition. Seventy-five thousand dollars of the debt of the company has been paid off this year, and upon the return of peace and prosperity to our country the road will doubtless again take its place among dividend paying railways.

The Providence and Worcester Railroad Company, has declared a dividend of 4 per cent., payable Jan. 1.

The Connecticut River Railroad Company pay three per cent. on Feb. 1, to holders of stock at close of business on Jan. 18.

The interest on the public debt of Illinois is payable on the first Monday of January at the American Exchange Bank.

The Panama Railroad Company has declared a dividend of six per cent., out of the earnings of the road for the six months ending 31st inst., payable on and after 2d January next.

The coupons of the Jackson County (Ohio) bonds, due Jan. 1, 1862, will be paid at the Ocean Bank after that date.

Income and Expenditures of Great Britain.

Statement of the Gross Public Income of the United Kingdom of Great Britain and Ireland, in the year ending December 31, 1860, and of the expenditure for the same period:

	£.	s.	d.
INCOME OR REVENUE.			
ORDINARY REVENUE.			
Customs	23,033,394	16	3
Excise	19,069,000	0	0
Stamps	8,295,257	14	4
Taxes (land and assessed)	3,126,000	0	0
Property tax	12,901,816	7	9
Post Office	3,420,000	0	0
Crown lands (net)	289,568	4	7
OTHER RECEIPTS.			
Produce of sale of old stores and other extra receipts	902,367	17	11
Money received from the revenues of India	60,000	0	0
Imprest and other moneys	420,825	4	1
Unclaimed dividends received	63,879	9	9
Amount received from Spanish Government for war stores supplied in 1834-38	496,385	0	0
Total income	71,967,494	14	8
Excess of expenditure over income	611,137	11	10
	£72,578,632	6	6

	£.	s.	d.
EXPENDITURE.—FUNDED DEBT.			
Interest and management of the permanent debt	23,746,978	1	8
Unclaimed dividends paid	142,114	3	5
Terminable annuities	2,541,197	12	6
Interest of exchequer bonds, 1855, etc.	100,000	0	0
" bills, supply	300,880	2	6
" deficiency	2,299	13.	9
CHARGES ON CONSOLIDATED FUND.			
Civil list	403,595	0	0
Annuities and pensions	347,538	10	0
Salaries and allowances	156,264	9	1
Diplomatic salaries and pensions	163,553	11	7
Courts of justice	701,530	3	4
Miscellaneous charges on the Consolidated Fund	178,426	7	2
Drawback on wine, per Act. 23 Vict. c. 22	284,000	0	0
SUPPLY SERVICES.			
Army	14,168,621	4	2
Navy	12,991,668	3	11
Miscellaneous civil services	7,808,620	8	0
Salaries, etc., of revenue departments	4,509,401	15	5
Packet service, from 1st April, 1860	725,000	0	0
China, naval and military operations	3,301,963	0	0
Total expenditure	£72,578,632	6	6

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 29, 1860, and February 28, 1861, were as follows:

Main Line—	1860.	1861.
From Passengers	$307,729 73	$276,283 13
" Freight	315,295 40	378,893 21
" Mails	24,887 50	26,171 60
" Rents	370 50	1,972 70
" Telegraph	317 77	323 64
Total	$648,600 90	$683,644 28
Transportation expenses	361,832 21	406,015 31
Net earnings	$286,768 69	$277,628 97

Southwest Branch—	1860.	1861.
From Passengers	$5,820 98	$24,435 15
" Freight	8,091 43	41,150 55
" Mails	.....	2,280 57
Total	$13,912 41	$67,866 27
Transportation expenses	17,059 56	66,350 38
Net earnings	.....	$1,515 89
Deficit	$3,147 15	.....

EXPENSES OF TRANSPORTATION IN DETAIL.

	1860. Main Line.	1860. S.W. Branch.	1860. Total.	1861. Main Line.	1861. S.W. Branch.	1861. Total.
Repairs of engines	$26,564 35	$349 68	$26,914 03	$36,803 21	$3,784 54	$10,587 75
" cars	18,309 62	1,030 97	19,340 59	20,335 27	1,769 90	22,105 17
" road bed	34,682 44	2,791 74	37,474 18	18,812 23	12,295 24	30,607 47
" track	71,718 28	4,556 30	76,274 58	85,594 40	21,104 78	106,699 18
" bridges	9,177 32	11 48	9,188 80	34,193 96	235 91	34,429 87
" buildings	11,347 66	81 07	11,428 73	12,858 94	831 76	13,690 70
Fuel	30,369 57	1,421 61	31,791 18	36,625 59	5,699 37	42,324 96
Oil and waste	4,353 99	153 20	4,507 19	4,614 30	540 72	5,155 02
General superinten'ce	7,708 64	910 82	8,619 46	6,498 17	2,267 49	8,765 66
Agents and clerks	25,410 98	1,340 02	26,751 00	22,296 49	3,351 33	25,647 82
Train hands	47,828 89	1,716 94	49,545 83	47,233 10	6,733 43	53,966 53
Flagmen	23,218 80	423 30	23,642 10	25,098 18	934 15	26,032 33
Watchmen, etc.	9,189 65	260 50	9,450 15	8,418 86	785 82	9,204 68
Handling freight	10,912 52	1,006 73	11,919 25	11,314 02	3,058 84	14,372 86
Stationery, etc.	9,467 17	225 68	9,692 85	5,984 02	1,138 91	7,122 93
Loss and damage	3,271 12	1 50	3,272 62	14,026 60	273 30	14,299 90
All other expenses	18,801 21	728 02	19,029 23	15,807 97	1,544 89	17,352 86
Total	$361,832 21	$17,059 56	$378,891 77	$406,015 31	$66,850 38	$479,365 69

The main line is now in operation to Sedalia, 189 miles from St. Louis. The different sections were completed and brought into use as follows: From St. Louis to Cheltenham 4.75 miles, December 23, 1852; to Kirkwood, 13 miles, May 9, 1853; to Franklin, 37 miles, July 20, 1853; to Washington, 54 miles, February 11, 1855; to Hermann, 81 miles, Aug. 7, 1855; to Jefferson City, 125 miles, March 13, 1856; to California, 150 miles May 14, 1858; to Tipton, 163 miles, July 26, 1858; to Syracuse, 168 miles, August 1, 1859; to Otterville, 176 miles, August 24, 1860; to Smithton, 181.50 miles, November 12, 1860; and to Sedalia, 189 miles, February 1, 1861—leaving a gap of 93 miles, to Kansas City, the terminus. In reference to the progress of the work west of Sedalia the report says:

Pettis County, it will be seen from the records of the Company, modified her subscription, ($100,000), by dividing the payments into four equal annual sums, and in addition subscribed $15,000, to be applied in the construction of the road between Otterville and her eastern line. These modifications and additional aid enabled the Company to open up the road for travel to Sedalia, early in the present year; and Johnson County, in the meantime, so modified her subscription ($225,000) as to enable a portion of the same to be applied outside of her limits, continuing the road westward from Sedalia. With the subscriptions so modified and the other resources of the Company, the directors immediately placed under contract all of the road west of Sedalia, to the line of Johnson County; and as the work in Johnson County from that point had already been contracted, the whole road from Sedalia to Warrensburg, a distance of 30 miles, has been vigorously prosecuted until within a few weeks past, when orders were given reducing the force, and working only at such points necessary to enable the Company to lay the rail without delay in the event of favorable legislation.

The road from Sedalia to Warrensburg, it is believed, could be operated, if the Company were in funds by the first of the ensuing December, but we can promise nothing definite under existing circumstances.

From the terms of the original subscription made by Cass County, the Company were not enabled to obtain the same; but, from a modified or new subscription, the Company has secured $100,000, $50,000 to be applied to the construction of the road, west of and adjoining Warrensburg, and $50,000 adjoining on the west, her own county. The work was placed under contract west of and adjoining Warrensburg, on the 17th of January, 1861, according to the conditions of the subscription, and a small force has been kept at work, so that at this time the whole road is under contract from Sedalia to Holden, in Johnson County, a distance of 44 miles.

From the last annual report it will be seen that Jackson County had made a subscription of $200,000, conditioned that the General Assembly should grant additional aid to the Company in the amount of $1,500,000. The railroad bill having failed from not receiving the executive sanction, the subscription was not available; but by a vote of the people of that county last July, the County Court was authorized to make the subscription of $200,000, conditioned only that the same should be expended in grading the road bed, etc., within her limits. This subscription enabled us to place immediately under contract all the road from Kansas City eastward to Independence, and subsequently to a point six miles east of the last-named place; making in all 18 miles of the road in said county, embracing the heavy work so often referred to in the annual reports of our predecessors.

From the records of the proper office, it will be seen that all of the last named work has been vigorously prosecuted until within the last two months, when we were necessitated to suspend the same, excepting the heavy or difficult section referred to, where a force is still kept, with the view of avoiding delay in the opening of a continuous road, when the Company is in funds. Every effort was made to make available the resources of the Company, to keep this work progressing; and the money institutions of Jackson County were applied to for aid, ample security being tendered; but our solicitations were unavailable, and the grading had to be limited. But it is to be hoped that at an early day the work will be resumed, and the expectations of the people of that county realized, in having the road operated within her own limits. It will be seen, then, from the foregoing, that all of the road yet unfinished has been placed under contract, excepting 33 miles; and if the General Assembly shall adopt some aid or relief that can be made immediately available, the whole work could be resumed and prosecuted with vigor, and the road opened for travel from St. Louis to Kansas City within fifteen months.

The St. Louis and Lexington Railroad Company, since the last annual report, has intersected this road at a point five miles east of Sedalia, known as "Farmers' City," and the Company has entered into a contract, paying a "pro rata" on all the business furnished by them; the same will be found in the proper office of this Company, together with an agreement executed by the proper officers of the two companies, in which this Company is to receive 50 acres of land, at and adjoining the intersection.

In reference to the progress made in the construction of the Southwest Branch, the report says:

From the last annual report it will be seen that this road had been opened to Knob View only a few days before making the same, and during the past year we have been enabled to complete and open to the public 16 miles additional road, to Rolla, in Phelps County, a distance of 114 miles from St. Louis. The graduation is well advanced, and nearly ready for the rail, to a point known as the "Little Piney," and some of the heavy sections beyond have been placed under contract—the work on the two tunnel sections having been vigorously prosecuted. From the financial crisis, so universal, the securities applicable to the construction of this work were depreciated, and an order was issued, as early as last October, directing the suspension of the work.

By the terms of the contract with Messrs. Diven, Stancliff & Co., it will appear that if the work on the road is suspended for the period of six months, then the company is liable to pay the retained per centage, and from the continued depreciation of the "Guarantee Bonds," its is greatly to be feared that no sufficient means will be left to continue the work.

The directors, at an early day, by resolution, called on the stockholders of this road to pay their several subscriptions, but their appeal was unheeded, and no other means were left but the "Guarantee Bonds" to prosecute the work, or to meet the January interest on the securities issued to this road.

The derangement of the finances of the country was felt by this company as early as June last, in the depreciation of our State securities; and rather than sacrifice the bonds to meet the July interest, a loan was obtained and bonds pledged, and the same policy was observed to meet the January interest, and the attention of our successors is especially directed to the obligations of the company becoming due the first of the ensuing April.

As the road progressed it became necessary to provide rolling stock for its exclusive use, and the directors ordered fifty freight and two passenger cars to be constructed at the company's machine shop, twenty-five of the freight cars being at this time in use on the road, and the others in course of construction. There was also four first class locomotives ordered from the "Rogers' Locomotive Works," two of which are now in service on the road, and the remaining two are now on the levee.

From the present condition of the finances of the company and the ignorance of the Executive's intention in relation to the forfeiture of the road, we cannot promise any great progress in its construction, but hope that some way may develop itself to farther its progress to its entire completion.

The equipment of the road consists of 12 passenger and 16 freight locomotives; 21 first class, 5 second class and mail, and 6 baggage and express cars, and 369 cars for freight, etc., also, 21 stationary engines for pumping water, sawing wood, etc.

Condensed Balance Sheet.

	Feb. 29, 1860.	Feb. 28, 1851.
Capital stock:—		
Main line	$3,303,761 65	$3,364,336 47
South West Branch	68,333 33	68,413 33
Bonded debt:—		
Main line	7,018,000 00	7,013,000 00
South West Branch	2,600,000 00	3,860,000 00
Premium received on bonds	71,594 30	71,594 30
Land Grant rents:		
Main line	155 40	155 40
South West Branch	12.146 89	24,173 54
Land sales:—		
Main line	24,705 15	94,653 10
South West Branch	7,756 55	20,605 11
Floating debt:—		
Bills payable	345,343 09	425,415 14
Accounts audited	79,414 83	249,444 07
W. G. Wear, trustee	4,000 00	.....
Total receipts from transportation	2,608,189 69	3,422,749 10
	$16,143,400 88	$18,614,539 56

Construction:—	1860.	1861.
St. Louis to Jefferson City	$5,993,674 57	$6,000,568 85
West of Jefferson City	1,667,083 86	1,982,413 51
South West Branch	1,912,650 41	2,950,574 83
Rolling stock:—		
Main line, South West Branch	622,371 79	626,356 70 / 63,424 15
General expenses:—		
Main line	130,851 69	146,810 39
South West Branch	23,493 07	24,840 01
Interest and exchange:—		
Main line	1,915,512 30	1,929,285 41
South West Branch	705,954 16	1,186,539 22
Land grant, including geological survey of S.W. Br.	36,199 34	39,261 99
Undistributed balances, and materials on hand	62,742 98	71,204 29
Assets in hands of treasurer:—		
Bills receivable	155,878 93	160,346 52
Bonds of town of Hermaun	500 00	.....
Sundry accounts	110,497 39	61,783 86
Johnson Co. warrants	5,500 00	.....
Cash	8,243 71	27,024 05
Steamboat line, balance of account	701 99	948 33
Total transportation expenses	1,646,823 15	2,120,435 91
Interest charged to transportation	1,222,721 54	1,222,721 54
	$16,143,400 88	$18,614,539 56

—Of the floating debt of 1860, $50,618 60 was in the hands of Messrs. Robert Benson & Co., London, applicable to the iron debt—reducing it to $378,139 32, of which $37,508 28 was chargeable to the S. W. Branch. Of the floating debt of 1861, $821,052 is chargeable to the South West Branch, principally for bills payable, given to raise the July and January interest, as the state of the market would not admit of the sale of bonds, except at a great sacrifice; and $88,450 is for accounts audited for contractors west of Jefferson, payable in county warrants and bonds. The floating debt, therefore, for which no provision had been made at the date of the last report, amounted to $265,357 21. The only resources of the company applicable to the reduction of this debt, and the further extension of the road, with few exceptions, were its earnings; and as the first duty of the company was to protect the securities in pledge to Messrs. Levick & Co., and the Ebbrvaile Company, of London, which could only be attained by liquidating the debt, it was paid, and the securities retired and deposited with the treasurer of the company, so that the company has now no foreign debt, and no securities belonging to the main line in pledge.

Doings during the Year.

Main Stem.	1860.	1861.
No. of passengers carried	182,823	165,207
Do. carried one mile	8,761,007	7,093,219
Miles run by pass'ger trains	200,747	158,503
" freight "	138,148	169,205
Mileage of passenger cars	756,690	615,260
" freight "	1,856,042	2,293,821
Tons of freight carried	120,065	.....
Do. carried one mile	9,648,792	.....
South West Branch.	1860.	1861.
No. passengers carried	9,066	15,511
Do. carried one mile	142,771	606,475
Miles run by pass'ger trains	7,347	80,662
" freight "	7,347	231,003
Mileage of passenger cars	11,520	20,542
" freight "	43,202	20,542
Tons of freight carried	13,878	.....
Do. carried one mile	202,324	.....

Commerce of the Port of New York.

EXPORTS OF DOMESTIC PRODUCE.

	1861 From Jan. 1.	vs. 1860. From Jan. 1.		1861 From Jan. 1.	vs. 1860. From Jan. 1.
January	$10,278,000	$5,299,000	July	$3,563,000	$7,526,000
February	10,237,000	5,669,000	August	9,682,000	8,013,000
March	10,351,000	6,999,000	September	9,878,000	9,233,000
April	9,250,000	6,639,000	October	12,904,000	10,007,000
May	10,986,000	5,812,000	November	14,110,000	11,263,000
June	10,270,000	8,309,000			
Total 11 months				$117,575,000	$84,918,000
Foreign re-exported				6,799,000	7,092,000

EXPORTS OF SPECIE.

	1861 From Jan. 1.	vs. 1860. From Jan. 1.		1861 From Jan. 1.	vs. 1860. From Jan. 1.
January	$30,000	$554,000	July	$11,000	6,504,000
February	1,103,000	977,000	August	3,000	7,455,000
March	302,000	2,382,000	September	16,000	3,751,000
April	1,413,000	2,906,000	October	15,000	2,106,000
May	120,000	5,530,000	November	48,000	625,000
June	214,000	8,842,000			
Total 11 months				$2,343,000	$41,982,000

EXPORTS RECAPITULATED—ELEVEN MONTHS.

	1861 From Jan. 1.	vs. 1860. From Jan. 1.
Dmestic Prod.	$117,575,000	$84,918,000
For. re-expld	6,779,000	7,092,000
Total	$124,354,000	$92,010,000
Specie	$2,343,000	$41,982,000
	$126,697,000	$133,992,000

IMPORTS OF FOREIGN MERCHANDISE.

	1861 From Jan. 1.	vs. 1860. From Jan. 1.		1861 From Jan. 1.	vs. 1860. From Jan. 1.
January	$18,966,000	$21,528,000	July	$7,942,000	$24,817,000
February	14,038,000	19,166,000	August	7,836,000	25,708,000
March	12,658,000	23,498,000	September	6,074,000	16,006,000
April	12,938,000	16,922,000	October	7,884,000	15,703,000
May	11,462,000	16,797,000	November	8,740,000	14,974,000
June	7,263,000	19,123,000			
Total 11 months				$116,425,000	$214,228,000
Foreign Specie				36,735,000	2,470,000

CUSTOMS REVENUE AT NEW YORK.

	1861 From Jan. 1.	vs. 1860. From Jan. 1.		1861 From Jan. 1.	vs. 1860. From Jan. 1.
January	$2,059,202	$3,899,160	July	$2,009,590	$4,504,066
February	2,528,736	3,378,043	August	1,558,894	4,496,243
March	2,489,926	3,477,545	September	1,642,382	3,038,803
April	1,643,261	2,444,257	October	1,072,616	2,632,078
May	979,145	2,403,492	November	1,351,354	1,794,748
June	885,062	2,724,183			
Total 11 months				$19,380,128	$34,845,614

Comparative statement of export of specie for 10 years:

Total since Jan. 1, 1851	$3,449,671	Same time in 1856	36,711,423
Same time in 1860	42,161,909	Same time in 1855	27,207,015
Same time in 1859	69,153,655	Same time in 1854	37,147,350
Same time in 1858	25,210,887	Same time in 1853	25,931,971
Same time in 1857	41,323,191	Same time in 1852	24,560,820

Railroad Earnings--Weekly.

The earnings of the Toledo, Wabash and Western Railroad the 2d week in December, 1861 were $20,943 76
Do. 1860 ..... 10,688 67

Increase $10,255 09

The earnings of the Galena and Chicago Railroad the 2d week in Dec., 1861, were:

	1860.	1861.
Freight	$12,688 78	$20,351 69
Passengers	5,335 18	5,492 22
Mails, etc.	1,000 00	1,000 00
Total	$19,023 96	$26,843 91

Corrected earnings for the previous month, $121,326 27.

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in Dec., were:

	1861.	1860.
Passengers	$4,945 10	$6,365 75
Freight	11,498 36	6,746 40
Sundries	815 33	815 33
Total	$17,258 79	$13,927 48
Increase	3,331 31	
Total this month to date	$35,241 67	$33,903 55
Total since Jan., 1st	958,367 86	908,061 80

The earnings of the Michigan Central Railroad for the 1st week of Dec., 1861, were ..$41,166 28
Do., 1860 ..... 33,361 18

Increase $7,805 10

The earnings of the Michigan Central Railroad, for the 2d week in Dec., 1861, were ..$43,155 73
Do. 1860 ..... 30,192 81

Increase $12,962 92

The Milwaukee and Prairie du Chien Railroad earned for the 2d week in Dec., 1861. $13,745 66
Do., 1860 ..... 10,137 49

Increase $3,608 17

The Chicago and Northwestern Railroad earned in the 2d week of December as follows:

Passengers	$4,053 25
Freight	6,639 57
Express	201 75
Mail	423 95
Total	$11,318 52
Corresponding month, 1860	10,565 90

Increase $752 62

The receipts of the Nova Scotia Railroad for the 1st week in December were $2,029 68
Previous week 1,708 71

Increase $320 97

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 14, were $85,613 23
Corresponding week, 1860 ..... 66,681 35

Increase in 1861 ..... $18,931 88
Total traffic from July 1st, 1861 ...$1,781,424 66
Corresponding period previous year. 1,663,178 01

The traffic of the Great Western Railway of Canada for the week ending Dec. 20, 1861, was as follows:

Passenger	$14,955 10
Freight and live stock	36,805 36
Mails and sundries	2,249 28
Total	$54,049 74
Corresponding week of last year	36,862 08

Increase $17,187 66

(Continued from p. 893.)

motely probable, is it not wise that the decision respecting it should now be made? and the more so, because the payment of every call of ten per cent. upon their Government engagement, renders the Banks less able to maintain a free choice.

The decision by the Banks to receive such Notes as money, amounts practically to taking so much additional Government Loan at par, and to the certainty of having it more rapidly accumulate in the Banks in proportion as it shall depreciate in public estimation. It amounts to a guarantee by the Associated Banks that the Notes shall be maintained at par throughout the country.

Surely the assumption of such a risk, and the value of such a boon, requires ample compensation. How can that be given?

1st.—By securing from Congress a law indemnifying the Banks from loss for any depreciation in their hands of the loans already taken, and not yet sold.

2d.—By declining to take the Government Notes as money, until the passage of an act furnishing ample guarantees of payment, by a special War Tax, which together with the ordinary sources of Revenue, shall be sufficient to provide: namely,

1st—For the ordinary expenditures of Government.

2d.—To pay the interest promptly on all loans contracted.

3d.—To redeem, say within one year, all the Demand Notes to be issued. Said notes to be in all cases receivable for payments to Government.

* * * * * *

As the Banks now proceed, their Coin is passing into the Treasury to be disbursed in various parts of the country where Government is indebted, and where it will now remain, the exchanges having mainly turned against the Eastern Cities. Our commercial supremacy is therefore passing away as a consequence of our patriotism. Have we not now reached a point where it is wise to measure relative duties and obligations?

* * * * * *

Very Respectfully,
A LOOKER ON.

In this connection we give a communication addressed by the firm of S. Hallett & Co., to the Secretary of the Treasury.

WASHINGTON, *Dec.* 16, 1861.

To THE HON. S. P. CHASE, *Secretary of the Treasury, etc.*

SIR: Agreeably to your suggestion, I take the liberty of submitting some considerations in reference to the means to be adopted to meet the financial wants of Government.

It appears to me that the plan recommended in your late report to Congress, however excellent it may be as an ultimate reform of the currency, will not produce a sum equal to the wants of Government for the remainder of the fiscal year, or say $200,000,000.

As only one State has a well-matured system of free banking, with a circulation secured by a deposit of public securities, the change proposed is radical, affecting the currency and business of the whole country.

Let us see what would be the effect of the plan proposed, put into immediate operation, upon the banks, and upon the industries and trade of the New England States.

The banks of these States have, in round numbers, an aggregate circulation of $50,000,000, with a specie line not exceeding $10,000,000; they can consequently redeem their circulation only by the payment of their bills receivable, discontinuing, in the meantime, their discounts—in other words, by going into practical liquidation. A sudden reduction in their line of discounts, equal to 25 per cent., would bankrupt the greater portion of the trading and manufacturing community. From the embarrassments created by the withdrawal of the currency or circulating medium in use—which to business is the same as the vital air to the lungs—years would be required for such withdrawal, precluding all hope that the measure proposed would be one of immediate relief to Government.

As a condition for resuming business, the banks, with the community greatly embarrassed, and their own resources greatly impaired, would have to deposit with Government, in gold and silver, or their equivalents, in payment for its securities, a sum equal to the notes they might wish to put in circulation—in other words, would have to add to their capitals an amount equal to such currency, which, for the States named, is $50,000,000. At present the security for such a currency, or bills in circulation, are their bills receivable. Will, or could the banks, in their embarrassed condition, caused by the immediate withdrawal of their circulation, add to their present capitals a sum equal to their notes in circulation, without increasing in any degree their profits, except the interest arising from the securities deposited? They could not for years, if they desired to do so, for want of means; and I hazard nothing in saying that the adoption of the plan proposed, provided it could be made obligatory, would compel three-quarters of the banking capital of the country to go into final liquidation, to be followed by wide-spread disaster and bankruptcy, caused by the disturbance of that most delicate of all machinery, the exchanges and circulating medium of the country.

The result of the plan proposed, put into immediate operation, would be similar to that which followed the system of Free Banking, upon a deposit of securities, recently undertaken in the State of Illinois. The Banks there paid as much for their securities as is now asked for those of the United States. But their resources were completely exhausted by the purchase of the securities, leaving nothing for their bills, when presented for redemption. They were consequently forced into liquidation by the sale of their securities. The result would have been the same had the bonds of the United States, instead of those of the States, been deposited with the Comptroller. The trouble did not originate from the nature of the securities, but from the fact that a capital double that of most of the other States, was required for the system inaugurated in Illinois. The West is not yet rich enough for such a system; nor can it be made immediately to take the place of that now existing throughout the country.

It is proposed, in a period of civil, and threatened foreign wars, and when the operations of commerce and trade are greatly disturbed, and confidence shaken, to abrogate, within the short space of a few months, a system which has been in use since the foundation of the Government—a system by which the business operations of the country for the last thirty years have been exclusively carried on; which has become thoroughly identified with the interests and habits of the people, and from which nearly all the States derive large revenues. Nothing is more certain than such attempted abrogation will be regarded as an attack upon a great interest of the country, highly disastrous and destructive, if successful, and will be resisted by the several States, and the people as far as such resistance can be made in the courts of law; or by the refusal of the Legislatures of the States to second the recommendation or enactments of the Federal Government. Assuming that all the questions raised will be settled in favor of the Government, will not the time required be such as to preclude the possibility that the plan proposed can be made immediately available to its wants? If not, is it wise at such a juncture, to array against the Government the very parties upon whom it must rely for support?

I think the action of the Banks, in negotiating the loans already taken, will prove to have been most unwise and unfortunate, unless followed by some scheme or plan of finance which shall leave their capitals unimpaired, by enabling them to sell the securities which they, as the representatives of the capital of the country, or the financial agents of the Government, may, from time to time, contract to take. On no account should they put such portion of their capitals into Government securities as will preclude their extending all needful assistance and accommodation to the business operations and industry of the country. Just in proportion as these flag, or are embarrassed, does production cease, and the ability of the country to carry on the war be weakened. Its cost is not so much against the past, as the future earnings and accumulations of the country. Let the Banks remain in position to sustain and support its industries, and we need have nothing to fear. But if the former are crippled, the others are destroyed. It would not be wise to sell and convert to other uses, the machinery of our Railroads to meet a present emergency. It would be equally an act of national suicide for the Banks to convert their capitals into twenty-year government bonds.

* * * * * *

In every point of view, I think the immediate adoption of the plan proposed would be most disastrous. In regard to the alternatives to be resorted to, I do not feel warranted in obtruding an opinion. Any plan, it strikes me, to place the national finances upon firm ground, must provide for an annual revenue of at least $150,000,000 or $200,000,000 from impost and excise duties and taxation. The levying of such duties and taxes would at once lay the basis for an immediate issue and circulation of Government notes to an equal amount. The means derived from such sources, with such as might be obtained from sales of Government bonds, on a long time, would, I have no doubt, carry the Government successfully forward, till the expenditures reached the amount estimated in your report up to the close of the fiscal year of 1862–3.

I have the honor to be your obedient servant,

———

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different period

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	93
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,600	8	1869	93
1st Mortgage (S. F.), convertible	4,163,000	8	1882	93
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	80
Northern Indiana, 1st	985,000	7	1861	88
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	80½
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	77½
2d General Mortgage	2,465,000	7	1877	70
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	81
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1886	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	578,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	----	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	----	------	----
Chat. and Clev. Subsc. (endors.)	231,000	----	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	----	1869	----
New Jersey:				
Company's (various)	711,000	----	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	90½
Premium Consolidated Stock	7,745,000	6	1883	90½
Real Estate	221,000	6	1883	90½
New Convertible	3,000,000	7	1864	100½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	100½
2d Mortgage	4,000,000	7	1864	96
3d Mortgage (convertible)	6,000,000	7	1883	82
4th Mortgage (convertible)	3,729,000	7	1880	72
5th Mortgage	1,277,000	7	1883	68
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
ew York and Harlem:				
1st Mortgage	2,950,000	7	1873	96
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	73
ew York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	----	------	----
2d Mortgage	224,500	----	------	----
Real Estate	35,910	----	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	45½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	62½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	----	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	730,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	----	------	----
Loan of 1842	100,000	----	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	426 800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,104,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	----	------	----
Alleghany Co. "	750,000	----	------	----
Connellsville "	100,000	----	------	----
Mc'Keesport "	100,000	----	------	----
Baltimore Loan	1,000,000	----	1886	----
Cumberland Subscription	200,000	----	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	----	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	----	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	----	1875	----
*Rutland and Burlington:	1,800,000	7	1863	30
1st Mortgage	937,500	7	1863	----
2d Mortgage	435,000	7	1863	----
3d Mortgage				
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	155,555	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	----	------	----
South-Western (Ga.):				
1st Mortgage	631,000	----	1875	----
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	----	------	----
2d Mortgage	450,000	----	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,555,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	----	------	----
St. Louis City Subscription	500,000	----	------	----
St. Louis County Subscription	1,000,000	----	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7	62–'71	70
2d Mortgage (convertible)	2,000,000	7†	'68–'71	29½
1st Mortgage (Bel. and Ill.)	517,000	7	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	505,000	10	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	----	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	72
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,247,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	800,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,138,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1860	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	925,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

(From the C., E. and A. Journal.)

Suspension Girder Bridges for Railway Traffic.

(Continued from p. 839.)

Let us now pass on to the consideration of the condition which imposes the severest possible strain upon the suspended girder, namely, the distribution of a load over half the girder next one tower. Here we have no experiments recorded that supply any check to theoretical calculation. We may however the less regret the omission, when we find that the condition just supposed is the one in which the problem assumes its very simplest form.

We have already presented the result of the investigation of the effect of the concentrated weight w placed on the suspended girder, at a point whose distance d from the centre bears to the entire span s the ratio $\frac{d}{s}=r$. We found that the load thrown on the chains would be

$$\left(\frac{25}{16}-\frac{15}{2}r^2+5r^4\right)\times w;$$

and thence deduced the ordinate of the reflex wave. If for a concentrated load at one point we substitute a load equably distributed between two points (at the respective distances $d=rs$, and $d_2=r_2s$, from the centre), the rate of loading per foot forward being denoted by m, the load thrown on the chains will be readily found by integration to be equal to the following expression:—

Load on chains =

$$\left(\frac{25}{16}(r_2-r)-\frac{5}{2}(r_2{}^3-r^3)+r_2{}^5-r^5\right)\times ms.$$

And when one half-span is equably loaded, and the other half-span not loaded—that is to say, when $r_2=\frac{1}{2}$ and $r=0$, we find that Load on

$$\text{chains}=\left(\frac{25}{16}\times\frac{1}{2}-\frac{5}{2}\times\frac{1}{8}\times\frac{1}{32}\right)\times ms=\frac{ms}{2},$$

which is exactly the amount of the load distributed over the half-span of the girder.

A load therefore, say of 100 tons, distributed over half the span of the suspended girder, induces an upward reaction in the chains equal to 100 tons distributed over the whole span. The unloaded half of the girder will therefore have to sustain an upward distributed pressure (from the chains) equal to 50 tons; the loaded half of the girder will have to sustain the difference between its load of 100 tons and the upward reaction of the chains, which will be 50 tons: this difference amounts to 50 tons, and is the net downward distributed pressure on the loaded portion of the girder.

It is therefore obvious that, apart from the stretching of the chains, the suspended girder will in this case assume a perfectly symmetrical S curve; the upward flexure of the unloaded half of the girder being exactly similar and equal to the downward flexure of the loaded half. The same result is arrived at by combining the simple wave of deflection with the reflex wave.

It thus appears that *for a bridge of a single span only*, the greatest strain which a given rolling load can throw on the suspended girder is $\frac{1}{8}$th of the greatest strain which it would throw on an ordinary girder not suspended.

Take, for instance, a bridge of 400 feet span, with a rolling load of 1 ton per foot forward. For a common girder bridge the greatest strain will be that which is sustained at the centre when the whole bridge is loaded; and will be represented by the product of 400 (the load in tons), and 50 (the eighth part of the span). This product is 20,000. For a suspended girder the greatest strain will be that which arises at the quarter-span, when the half-span is loaded. The rolling load is in this case 200 tons; but as the upward reaction of the chains distributed over the half-span is 100 tons, the load sustained by the girder is only 100 tons. The strain will therefore be represented by the product of 100 (the virtual load in tons), and 25 (the eighth part of the half-span). This product is 2,500, which is $\frac{1}{8}$th of 20,000, the greatest strain on the simple girder bridge.

We have hitherto postponed the consideration of the stretching of the chains when the rolling load comes on the bridge, and the consequent depression of the reflex wave. Let us suppose a uniform elongation of the chain, at the rate $1:1+e$; and s being the span, let v be the rise of the curve of the chains; then $\frac{25e}{32}\left(\frac{s^2}{4v}+\frac{4v}{3}\right)$ is the expression for the settlement at the half-span due to the assumed amount of stretching of chain; and this will be the consequent diminution of the sagitta of the reflex wave.

The rise or fall of the girder occasioned by the contraction or expansion of the chains on change of temperature is expressed in a form identical with the proceding; and the consequent strain on either flanch of the girder can be readily computed when the depth of the girder is known. And when the section of the girder is known, it will be easily ascertained what amount of additional load is thrown upon it, from the deflection attending the stretching or the expansion of the chains.

In brief, for a bridge of a single span, the section of the suspended girder should be calculated to give $\frac{1}{8}$th, not of the entire strength of a simple bridge girder for the same span, but of so much only of its strength as is assigned to the support of the maximum rolling load. This distinction is one of great moment where heavy spans are encountered, and indicates the extreme economy of the suspended girder in such cases. All the fixed dead weight, inclusive of the weight of the girders themselves, is carried by the chains; with the exception that, when these expand or are stretched, a small distributed load is thrown on the girders. A *small* distributed load, because a girder of the proportionate strength required, and of a depth from one-third to one half of the rise of the chains, will readily rise and fall to the necessary extent, without sustaining much strain. The girders could, moreover, be strained up to a camber, in fixing, so as greatly to reduce the downward strain resulting from the elongation of the chains.

As an illustration of this, let us suppose that the chains of a bridge of 400 feet span have a rise of 50 feet, and carry a girder of such rigidity that a distributed load of 50 tons would cause it to deflect 10 inches, were the support of the chains withheld. If a rolling load of 400 tons, covering the whole bridge, causes the chains to stretch $\frac{1}{2000}$th part of their length, the resulting deflection will be 4 inches; but the girder in deflecting 4 inches has a distributed load of only $\frac{4}{10}$ths $\times$ 50, or 20 tons, thrown upon it, leaving 380 tons as the share of the rolling load sustained by the chains. And were the girder strained up in fixing to a 4 inch camber (representing an upward pressure of 20 tons), the effect of the stretching of the chains would be simply to release the girder from its forced camber, so as to leave it free from strain when the bridge is covered with its maximum rolling load.

Apart from the deflection or settlement alluded to, the maximum rolling road will cause an extreme deflection at the quarter-span, equal to $\frac{1}{32}$ of the deflection which would take place at the centre of the same girder, under the same rolling load, without the chains; or about $\frac{1}{4}$th of the extreme deflection of an ordinary girder bridge of the same span and same depth of girder.

The case of the suspended girder, for a single span, having been thus far investigated, we may proceed to examine how the conditions become modified when there are more spans than one. If we suppose that, of two adjacent spans, one is loaded and the other not, we find that the chains on the opposite sides of the intervening pier will in the first instance be in very unequal states of tension, and that the one chain must sink and the other rise, until the equilibrium of tension is restored. This is presuming that the chains are connected, as is usual, by means of a saddle placed on rollers, so as to admit of such adjustment, and relieve the pier of any horizontal strain.

The necessity of this or some horizontal precaution, becomes manifest when we consider the nature of the horizontal strain that would otherwise be thrown on the pier or tower intervening between an unloaded and a loaded span. Take for instance two adjacent spans, each of 400 feet, of which one has only its fixed dead load, while the other is covered by a rolling load of 400 tons. If the rise of the chains be 50 feet, the horizontal tension of the one pair of chains will exceed that of the adjacent pair by 400 tons; so that, if the summits of the chains were made fast to the top of the tower (instead of being allowed to slide upon it), the tower would have to sustain a horizontal pull of 400 tons, tending to draw it over into the loaded bay. Could an ordinary pier be trusted to sustain a strain of this nature and magnitude, the foregoing part of our inquiry would be as applicable to bridges consisting of two or more, as to those of a single span; but prudence is generally considered to demand the exemption of masonry piers from such a formidable horizontal strain. Where iron is substituted for masonry, and a very extended base given, the towers might possibly be made to sustain a strain of this nature, But in such a case the summits of the towers would cease to be absolutely dead points, since unequal compression in the iron would inevitably cause a slight horizontal deflection towards the more heavily loaded span. This deflection, or swaying, of the tower, if only a few inches, would cause such a deflection in the loaded girder as we wish to avoid. We may therefore pursue our investigation into the case of two adjacent spans unequally loaded, the chains being allowed free play on the top of the intervening pier.

The function of the suspended girders will now be to equalize the strain on the chains, so as to insure equilibrium, before the deflection of one span and the drawing up of the other (which without the girders might be objectionably great) exceed some small fixed limit. If therefore, one span being unloaded, the adjacent span is covered with a rolling load of 100 tons, the action of the girders must be such as to throw a distributed load of 50 tons on each set of chains. The girders of the loaded span will therefore have to sustain a sensible load of 50 tons, the remaining 50 tons of rolling load being borne by the chains. At the same time, in the unloaded span, the reaction of the chains will distribute an upward pressure of 50 tons over the girders. These results will of course be modified by the stretching of the chains, which will diminish the rise in the one span, and increase the deflection in the other. It is perhaps hardly necessary to remark, that as the waves in the adjacent spans are of opposite kinds, they will in no way be affected by continuity in the girders.

For a suspension bridge of more spans than one, designed for railway traffic, it therefore appears essential to provide girders capable of sustaining a distributed load equal to half the maximum rolling load. These girders should not be of a depth exceeding from one-third to one-half the rise of the chains. For large spans—and it is for large spans only that a suspension bridge would be constructed to carry railway traffic—these girders, having to support neither their own weight, nor any other portion of the dead load, but simply half the maximum rolling load, will be light in comparison with the girders for an ordinary bridge of equal span. They will be sufficiently flexible to follow the rise and fall of the chains; never ceasing to be truly *suspended* girders, at the same time that they possess rigidity enough to distribute any partial load equably over the chains, and to keep the wave caused by the rolling load within moderate and safe limits.

After what has been said, it is obvious that the economy of the suspended girder is greater for a single span than for a bridge of more spans than one, since the girder in the latter must be four times as strong as that in the former. The deflection in the bridge of one span only will (as we have seen) be one-fourth of the deflection of an ordinary girder bridge of the same span and same depth of girder; while in the multiple span bridge the deflection becomes equal to that of the ordinary girder bridge. The deflection in each case has, however, to be increased by the amount of

settlement due to the stretching of the chains when the maximum rolling load traverses the bridge.

On examining the expression for this settlement, which has been already given as $\frac{25e}{32}\left(\frac{s^2}{4v}+\frac{4v}{3}\right)$, we find that it diminishes as the rise of the chains increases; reaching a minimum when the rise of the chains equals the altitude of an equilateral triangle having for its base half the span of the bridge. By giving a considerable rise to the chains, we therefore effect a saving of strength, and thus of material, not simply in the chains themselves, but also in the suspended girder, by reducing the strain on the latter resulting from settlement.

It may be as well before dismissing the subject, to add a word or two on the resistance offered by the chains *per se* to an irregular displacement, and the amount of error involved at the outset of this inquiry in neglecting this element of stability; and considering the *form* of the reflex wave as entirely governed by the law of the girder, while its *magnitude* depends on the law of continuity of the chains. If we take the same example as before, viz: a bridge 400 feet span, 50 feet rise of chain, and a dead load of 300 tons, inclusive of weight of chains and girder; and suppose a weight of 1 ton placed at the quarter-span; the chains over the same point would be drawn down about 1 inch, if there were no girder. But if we take the girder (of the same strength as calculated before for the single span), we shall find that it will take a weight of more than 5½ tons at the quarter-span to cause an inch deflection, without the chains. In this case, therefore, the resistance of the chains to a small displacement would be about 18 per cent. of that of the girder, and would tend to reduce the wave calculated on the preceding principles by a like per centage. But there is also another consideration to be taken into account, operating the other way. When the rolling load comes on a bridge the added strain will cause the stay-chains to stretch, and this will occasion an increase in the deflection of the bridge. There are thus two causes, one of diminished, the other of increased disturbance, which to some extent counteract one another, and which are not reducible to a general rule, as they vary with the conditions of each bridge. Their operation therefore has to be specially calculated, and allowance made for them, when applying the results of general theory to any particular case.

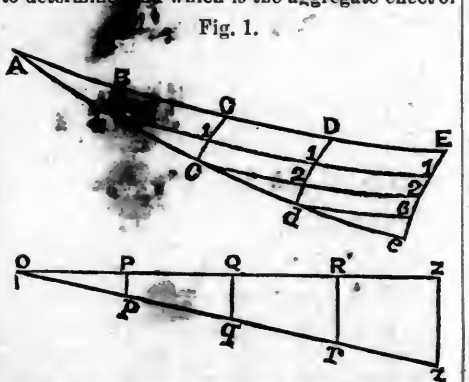
It must be borne in mind that the displacements we have been investigating are *very small*, consisting of inches, where the span consists of hundreds of feet. The resistance of the chain rapidly increases when the displacements become large enough to cause an appreciable alteration in the rate of curvature of the chain. In this respect the chain has a very different law from the girder. If a load of 50 tons deflect a girder 10 inches, we may expect a deflection of 1 inch for a load of 5 tons. Not so with the partial displacements of a chain. If 50 tons caused a displacement of 20 inches, it would by no means be a just inference that 5 tons would cause a displacement of only 2 inches. Thus, in a model in which the wave is greatly magnified, and especialy when there is a large distributed dead load on the platform, the action of the chains in reducing the wave will be proportionately much greater than in the actual bridge. As we have already seen, the wave in Mr. Barlow's model is in each instance less than theory would indicate; and the more so as the stiffness of the girder is reduced, or the distributed dead load increased. The consideration just adduced furnishes a clue to this discrepancy.

While therefore the strength of the chain is sufficient to carry a load that would prove distructive to the girder, if not suspended, the resistance of the girder to small partial displacements is far more powerful than that of the chain. For the strength of the girder consists in its rigidity; whereas the equilibrium of the chain is dependent on its readily adapting itself to any particular curve required by the distribution of the rolling load at a given moment. The suspended girder, by virtue of its rigidity, transmits a partial load to the chain in the form of an equally distributed pressure. Thus the girder preserves the equilibrium of the curve of the chain, while the chain furnishes the ultimate support of the whole, or nearly the whole, of the load.

It is perhaps due to the reader to explain how we arrive at the general expression for the horizontal displacement resulting from the deflection, or the pulling up, of a chain; the more so, as it forms, in fact, the basis of the whole of the foregoing investigation. The general expression referred to is $\int \frac{dy}{dx}.dz$, given *ante* p. 318 (293 *Journal*).

In fig. 1, A B C D E represents part of a chain in its original position, and A *b c d e* is the same chain after displacement; the point A is supposed to be fixed. 0 z being a horizontal line, o *p q r z* is the curve of the vertical displacements of the chain, the ordinate P *q* being equal to the difference in height between B and *b*; the ordinate Q *q* to the difference in height between C and *c*, and so on. The displacements are supposed to be small, although in the diagram it is necessary to make them large, for the sake of clearness. The length of chain A *b* is equal to A B, *b c* to B C, and so on to *e*. Each length of the chain except A B undergoes at once a change of *place* and a change of *direction*. The change of place is again resolvable into *vertical* displacement, which is already plotted in the ordinates of the curve o *z*; and *horizontal* displacement, which is what we want to determine, and which is the aggregate effect of

Fig. 1.



the changes of position of the successive lengths of chain. It will assist the understanding if we distinguish between the change of place and the change of direction, by considering them as successive instead of simultaneous.

First, then, A B assumes the position A *b*. The necessary result is a change of position of the remainder of the chain B C D E to *b* 1 1 1; the points C, D, and E taking a parallel motion equal to B *b*, as indicated by the dotted lines C 1, &c., so as to produce change of place without change of direction.

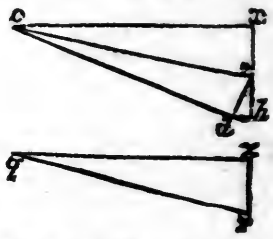
Next, let B C, after moving as we have seen to the position *b* 1, undergo its change of *direction*, assuming that of *b c*. C D E will now sustain a second change of place, viz: from 1 1 1 to *c* 2 2, the dotted lines 1 2 (indicating the path of this movement) being equal and parallel to 1 *c*.

The next step is for *c* 2 to fall into its new diriction, *c d*; this will be attended by a parallel movement of 2 2 to *d* 3. Lastly, *d* 3 assumes its ultimate direction, *d e*.

By thus laying down the paths, E 1 2 3 *e*, D 1 2 *d*, &c., in which the various points in the chain may be supposed to travel to their new positions, it is rendered obvious that the displacement of E, both vertical and horizontal, is the sum of the effect of the changes of *direction* of the several lengths of chain. So that if we find the horizontal movements given by the change of direction of A B, B C, &c., and add them, the sum will be the amount of horizontal displacement at *e*.

Fig. 2 gives an enlarged view of a length *c* 2 of the chain, and its movement to its ultimate direction, *c d*; *q r* is a corresponding portion of the curve of deflection. *x* and *y* being the horizontal and vertical ordinates of the point *c*, as measured from some fixed centre or origin, *c x* in the dia-

Fig. 2.

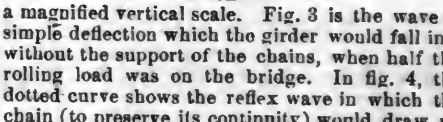


gram will be the differential of *x*, and *x* 2 the differential of *y*: *r z* will be the differential of *z*, and will be equal to the element (*h*2) of vertical displacement.

If *c* 2 *d* were a right angle, the right angled triangles *d h* 2, 2 *x c*, would be similar to one another; but as the angle 2 *c d* is supposed to be very small indeed, the error resulting from considering *c* 2 *d* as a right angle is too small to be of any account. We may therefore regard the triangles *d h* 2, 2 *x c*, as absolutely similar. It results from their similarity th $\frac{dh}{h2}=\frac{2x}{xc}$; and therefore $d\,h=\frac{2x}{xc}\times h2$. That is to say, the differential of horizontal displacement (*dh*) is equal to $\frac{\text{differential of } y}{\text{differential of } x}\times$ differential of *z*. The sum of the horizontal differentials of displacement from A to E (fig. 1) will therefore be equal to $\int\frac{dy}{dx}.dz$, between the same points; so that this expression gives—with a minute error—the actual horizontal displacement of *e*.

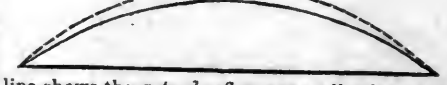
We add by way of illustration three figures, to

Fig. 3.



a magnified vertical scale. Fig. 3 is the wave of simple deflection which the girder would fall into without the support of the chains, when half the rolling load was on the bridge. In fig. 4, the dotted curve shows the reflex wave in which the chain (to preserve its continuity) would draw up the girder, were it not for the stretching: the full

Fig. 4.



line shows the *actual* reflex wave, allowing for the stretching. Fig. 5 exhibits the compound wave which results from the simultaneous action of the wave of deflection in fig. 3 and the reflex wave in fig. 4. The dotted line shows the equal rise and

Fig. 5.



depression which would take place if the chains did not stretch: the full line shows the actual result after the settlement of the chains.

We have now accomplished the object proposed in this article, by briefly indicating the steps by which an intelligible and consistent theory of the suspended girder may be arrived at; comparing its results with those obtained by Mr. Barlow from his experimental model; and pointing out those practical conclusions which seem most obvious or most important. We refrain from inquiring into the sufficiency of the girder proposed by Mr. Barlow for the multiple span bridge at Londonderry, as such inquiry would not come within our present

scope. The application of the principles attempted to be laid down to the examination of this or any similar case would, however, be very readily made, provided the section of the intended girder were given. The conclusion that immediately concerns us is the practicability of the suspended girder for railway bridges of heavy spans; the marked economy, moderate deflection, and perfect safety of bridges constructed on this plan; and the proportions and other conditions to be observed. Experiment and theory have now done their part. Each involve some known, and possibly also some unsuspected, sources of error. It remains for the practical engineer, by the bold test of some actual work, at once to correct and verify the conclusions of abstract science, and remove the question for ever from the province of discussion.

Wisconsin $1,000,000 War Debt,

AUTHORIZED BY THE LEGISLATURE AT ITS EXTRA SESSION, 1861.

Description of Securities.	Amount issued.	Interest. Rate.	Interest. Payable.	Principal Payable. When.	Principal Payable. Where.
$100 coupon bds	$100,000	5	1 Jan. & 1 July	1 July, 1877	Madison.
"	500	5	"	1878	N. York.
"	100,000	5	"	1879	"
"	100,000	5	"	1880	"
"	100,000	5	"	1881	"
"	100,000	5	"	1882	"
"	100,000	5	"	1883	"
"	100,000	5	"	1884	"
"	100,000	5	"	1885	"
"	100,000	5	"	1886	"

To the 30th September, 1861, there have been sold:

5 bonds of $100 each for	$500				
90 bonds of $500 each for	31,920				
794 bonds of $1,000 each for	555,800				
Total amount realized	$588,220				
The receipts and disbursements of the war fund were:					
Receipts	$818,758 56				
Disbursements	791,875 92				
Balance September 30, 1861	$26,882 64				



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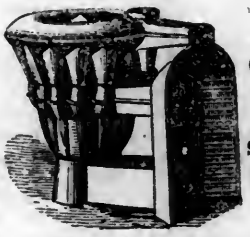
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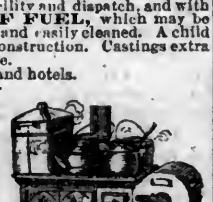
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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48

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